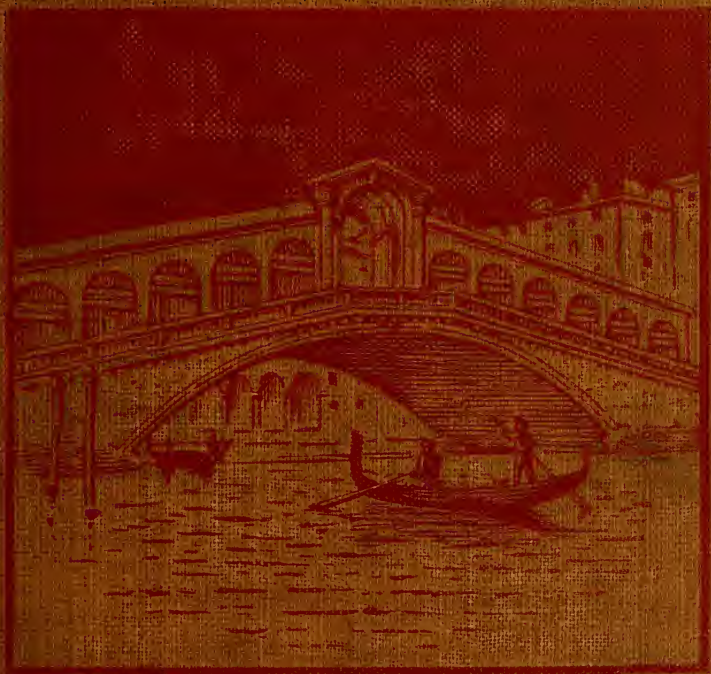


THE CONTINENTS
AND
THEIR PEOPLE



EUROPE
CHAMBERLAIN



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EUROPE



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TORONTO

THE CONTINENTS AND THEIR PEOPLE

EUROPE

A SUPPLEMENTARY GEOGRAPHY

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NO. 1

PREFACE

THE relations between North America and Europe are so numerous and so intimate that the study of Europe should follow that of our home continent. There should be constant comparison as to position, surface, climate, and human conditions. This comparison presents a review and a new view as well.

More attention should now be given to connecting cause and consequence, to map study, and to the use of illustrations. It will add interest and profit to the work if pupils are given an opportunity to trace the journeys which relatives or friends may have made in European countries, and to tell something of the geography of the countries and cities visited.

We wish to acknowledge our indebtedness to Mr. George Howell and Professor S. Webster French, of Pasadena, and Dr. Walter A. Edwards, of the Los Angeles High School, for the excellent illustrations furnished by them.

THE AUTHORS.

PASADENA, CALIFORNIA,
December, 1911.

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EUROPE

CHAPTER I

THE CONTINENT OF EUROPE

ONE summer morning we left our hotel in the home of our national government, and walked down Pennsylvania Avenue. Passing in front of the White House, where the President lives, we crossed the extensive grounds. To the south the Washington Monument towered above the trees to a height of more than 500 feet. In the distance wound the Potomac River, stretching away past Arlington Cemetery and Mount Vernon. We soon left the White House behind, and before us rose the massive stone building of the State, War, and Navy Departments.

Passing up the steps of this building, we entered a room over the door of which was a sign reading, "Passports." A clerk at a desk asked our names, ages, and residences; where we were born, our occupations, and other questions. After making *affidavit* that our written answers to these questions were correct, we were each given an important appearing document.

Each paper bore a large government seal, and was signed by the Secretary of State. These documents were passports, and they cost one dollar each.

We obtained these passports because we were going to travel in foreign countries, and might at some time need the help which our government, through these papers, could give us. In case of sickness, accident, or of difficulty with a private citizen or official of any country, passports serve as a means of identification. Not every one who leaves the United States to travel in other countries secures passports. In most countries passports are not required, and they are seldom actually needed, but in other countries they are necessary.

From Washington we went by train to New York, where we boarded a great Atlantic liner. The dock was a very busy place. People were bidding goodbye to relatives and friends, and baggage was being hurried on board. Soon our boat left her dock, and entered the bay. On our right lay Ellis Island, where the immigrants are landed. A little farther on we passed the Statue of Liberty, situated on Bedloe's Island. Soon we passed through the Narrows and entered the Atlantic Ocean. Slowly the lofty buildings of the great city seemed to sink below the water, and at last they faded entirely from our sight.

EUROPE

Scale of Miles
0 100 200 300 400 500 600

Cities with over 1,000,000 London
Cities with 500,000 to 1,000,000 Naples
Cities with 200,000 to 500,000 Leipzig
Smaller Places Venice
Capitals with less than 200,000 BERNE
Capitals ○ Other Cities ○





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Our ship was the *Lusitania*, 790 feet in length. Seven ships of this length, if placed end to end, would measure a mile. She carried about 2000 passengers in addition to a crew of 800 persons. Of course much food is required for such a large company of people for a single day, and our trip was



Courtesy of the Cunard Steamship Company.

FIG. 2. — *Lusitania*.

to last for five days. There were on board several thousand pounds of meat, in addition to fish, poultry, eggs, and game. There were many barrels of potatoes and flour, tubs of butter, cans of milk, vegetables, fresh fruits, and other provisions. Wagon loads of ice were required to keep the food in the very best condition. As the ship burns about 1000 tons of coal daily, a great quantity of this was placed in the *bunkers* before starting.

As the *Lusitania* rushed along over the waters of the Atlantic we remembered that more than 400 years ago Columbus sailed across this same sea in a

small ship, for in those days steamships had not been invented. For seventy-one days his little vessel, and the two others that accompanied it, were tossed by wind and wave. Columbus did not know what kind of land he would finally reach, nor in fact that he would *ever* reach land, although he hoped to reach Asia. His sailors became much alarmed, and begged their leader to turn back, but Columbus had faith and courage, and at last triumphed.

On our voyage to Europe, for that was where we were going, we saw several vessels bound for America. They carried people from different countries of Europe who were on their way to the United States, not as tourists, but as settlers. About 1,000,000 immigrants land in our country yearly. When Columbus discovered America there were no white inhabitants on our continent, and it was people from Europe who colonized the land.

Europe is about as large as the United States, but its population is more than four times as great. The area of the British Isles is but three times that of the state of Ohio, yet they have nearly one half as many people as are found in our entire country. Because of the dense population in European countries, wages are low. Land is so expensive that many of the farmers do not own the soil that they till, but rent it of *landlords*. Most of the countries support large

armies and navies, and therefore the taxes are high. In our country men do not have to join the army except in case of war, and not always then. In most European countries all able-bodied men, with few exceptions, are obliged to serve in the army for a certain length of time. These are the important reasons why so many Europeans leave their homes to settle in the United States.

The coast line of Europe is very irregular, and there are many good harbors. This favors both commerce and fishing. There are many peninsulas, the most important being Scandinavia, Jutland, the Iberian Peninsula, Italy, and the Balkan Peninsula. Great seas, gulfs, and bays enter the land. Name and locate the most important. These great irregularities help to make the climate of the parts of Europe near the coast quite mild and uniform.

The northern part of the continent of Europe is largely a plain sloping toward the Atlantic Ocean. In the southern part of western Europe there are many mountain systems and plateaus, but in Russia the plain extends from the Arctic Ocean to the Black and the Caspian seas. The Valdai Hills serve as a water parting between some of the north and some of the south flowing rivers of European Russia.

Europe has no such great rivers as are found in North America, but those that flow across the great

plain are navigable, and some of them are of very great value. The most important of these is the Rhine. Along its banks are many busy German cities, and thousands of boats carrying freight and passengers go up and down the river yearly. The Elbe and the Seine are other rivers of great commercial value. The longest of the European rivers are the Danube and the Volga. As the Volga flows into the Caspian Sea, its commercial value is not so great as it would be if it flowed into the Atlantic or the Mediterranean.

The prevailing winds are the westerlies, and, as in North America, they moderate the temperature of the western part of the continent, and bring a plentiful supply of rain. As we travel eastward, we find that the summers are warmer, the winters colder, and the climate drier. Europe has no great dry regions, such as are found both east and west of the Rocky Mountains. In Europe there is no great mountain system that prevents the westerly winds from distributing their moisture over the plain. Much of the plain is so far north that the temperature is not so high, nor is evaporation so rapid as on our western plains. The lowlands along the Mediterranean have a climate much like that of Southern California, and their products are similar. The countries along the Mediterranean Sea were the parts

of Europe first civilized. There were high civilizations in Greece and Italy long before the beginning of the Christian Era. In fact, many of the cities were very old when America was discovered. In those days streets were usually narrow, and often crooked, and in many cases they have remained as they were laid out. Such narrow streets cannot accommodate street cars, and so much traveling is done in carriages and omnibuses. All of these things, and many others, are of much interest.

To the north of Italy the Alps rise like a great wall between this country and Switzerland. Some of the peaks are so high that they are snow-covered summer as well as winter, and many glaciers exist. Before the days of railroads, crossing these mountains was a tedious undertaking. Several tunnels have been dug through them, and thousands of people now visit them yearly because of their beautiful scenery.

There are many mountain systems in Europe, and they are in part responsible for the fact that there are so many nations. On some of the mountains there are great forests. The people have been cutting the timber for many centuries, and to-day there are few European countries that do not import lumber. In Germany, Switzerland, and France the forests are handled with great care. We have learned much from the people of these countries regarding forestry. As

in the mountains in our own country, there is mineral wealth of various kinds. Water and electric power are developed also.

Although the United States is such a large country, and has so many people, we find the same language spoken in all parts of it. The Europeans who come here to live very soon learn the English language, and use it, except in their homes and in gatherings of their own people. In Europe there are many languages. In England the people speak the language with which we are familiar, but as soon as we have crossed the English Channel we find that other languages are spoken; French, German, Dutch, Spanish, Italian, Greek, and Russian are some of them. In the cities we can always find people who can use English.

There are also great differences between the people of the different countries as to dress and customs.

To most of you, some country in Europe is, in a certain sense, the "mother country." Perhaps your parents were born in America, but your earlier ancestors came from some foreign country. Americans are the descendants of those whom we call *foreigners*. We are all proud of this great country in which we live, but we shall be better Americans for having studied Europe and her people.



FIG. 3.

CHAPTER II

THE BRITISH ISLES

OF the thousands of islands that rise above the waters of the ocean, the British Isles are by far the most important. There are two large islands in the group — Great Britain and Ireland — and many smaller ones. Although the combined area of these islands is less than that of the state of California, their population is nearly one half as great as that of the United States.

The land controlled by Great Britain is known as the *British Empire*, the area of which is equal to about one fifth of the land surface of the globe. In every continent there are portions of this vast empire, and in all parts of the ocean there are islands that belong to it.

Long ago what are now the British Isles was a part of the mainland of Europe. A sinking of the land gradually allowed the waters of the ocean to creep in, covering a part of the plain, and converting higher land to the west into islands. The Strait of Dover, which in its narrowest part is only about twenty miles wide, rolls between England and France. Ships are constantly

passing between the British Isles and the continent, but several hundred years ago the trip was not made very frequently. This separation from the mainland was a great advantage to the people of the British Isles, for they were less disturbed by wars than they would otherwise have been.

Rivers from the mainland of Europe, as well as from the British Isles, carry to the shallow waters of the North Sea and the English Channel much material which fish use as food. The abundance of fish in these waters, as well as the large number of harbors, causes fishing to be extensively carried on in Great Britain. Aberdeen, Hull, and Great Grimsby are very important fishing centers. Locate these places.

The southern part of the British Isles is several hundred miles farther north than New York City, and yet there is little cold weather there. This is because the westerly winds blow from the ocean, which is never very cold, to the land. As the ocean is cooler than the land during the summer, the winds prevent the land from becoming very warm. When the early English settlers came to America they suffered a great deal because the winters were much colder than in England.

When the moisture-laden westerly winds strike the mountains in the British Isles, they leave an abundance of rain upon the western slope. This

amounts in places to more than 100 inches per year. Because of this, forests were extensive in early times, but they have been largely cut down. The plentiful supply of rain favors meadows and pastures, and many cattle are raised, especially in Ireland. On the eastern slope the rainfall is much lighter than on the western, being in some places less than twenty inches yearly.

Much of the land in Great Britain is too mountainous for agriculture, while in Ireland there is a great deal of boggy land. These conditions, as well as the dense population, make agriculture on a large scale impossible. Because of this, and because manufacturing is more profitable than farming, the inhabitants of the British Isles depend upon other people for much of their food. Corn, which in the United States is the most valuable crop, cannot be grown, because the summer weather is not warm enough. The cool, moist climate of Scotland and Ireland favors the growing of oats on the lowlands. Wheat, potatoes, meat, eggs, poultry, butter, cheese, rice, tea, coffee, and fruits are imported in great quantities. If for a single month food from other lands were not shipped to the British Isles, the people would suffer.

The great wealth of these islands consists in coal, of which there is a tremendous supply. Our country is the only one in which more coal is mined than in

Great Britain. There is also much iron, and some tin and copper. The coal is used in operating mills and factories, where goods of all kinds are manufactured, and a great deal is exported. Because coal is so heavy, most of the raw materials used in manufacturing can be carried to the coal fields more cheaply than the coal can be taken to them. Besides, if the people of the British Isles do the manufacturing, the raw products must be taken there; for most of them, if produced in these islands at all, are produced in small quantities.

We find, therefore, that the great industrial centers are close to the coal and iron deposits. All kinds of metal goods, from needles and pins to locomotives, are manufactured in the British Isles, and sold in all parts of the world. You remember that our country is the greatest cotton producer in the world. Much American cotton lands at Liverpool. From here it is shipped to Manchester and other cities in the same locality, where it is made into cotton goods. Woolen goods are made at Leeds and Bradford, and silk goods at Paisley. Ireland produces considerable flax, and this is made into linen cloth, and into handkerchiefs and laces at Dublin. So great and constant is the demand for manufactured goods in nearly all parts of the world, that some of the mills and factories are operated day and night.

In order to secure the raw products, as well as to carry the manufactured goods of the British Isles to other lands, a large number of ships are needed. There is also a powerful navy to protect the commerce and the colonies in all parts of the world.

Many thousands of Americans visit the British Isles every year. A very large number of these land at Liverpool because that city faces our eastern coast. In the harbor there are ships from all parts of the globe. Some are freight ships loading or unloading merchandise, and some are passenger vessels. Both railroads and a canal connect Liverpool with Manchester, about thirty-five miles distant. On the south side of the Mersey stands Birkenhead. Tunnels which have been dug under the river connect the two places.

Let us imagine ourselves landing at the great port of Liverpool. Before leaving the ship we exchange some of our American money for English money. At first it bothers us a little to know just what we are to pay for things, but we soon become accustomed to the system. A *pound* is equal to about five dollars of our money; a *shilling* to twenty-five cents; a *sixpence* to twelve cents; a *penny* to two cents.

A short distance southeast of Liverpool is the ancient town of Chester, established by the Romans.

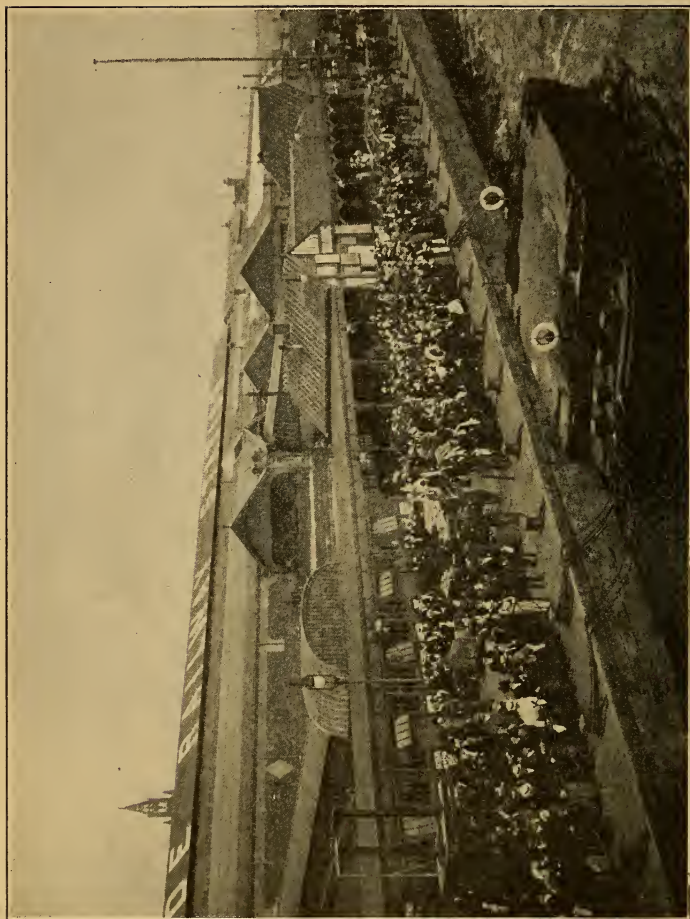


Photo. by Edwards.

FIG. 4. — Landing stage at Liverpool.

The city is situated upon the River Dee. In early times the river was more navigable than it is now,



FIG. 5.— An English cottage with a thatched roof.

for the removal of the forests has caused the stream to deposit much silt in the channel. A part of the old wall which once surrounded the city remains, and we may walk for some distance upon it and

obtain a good view of the surrounding country. We notice that in some cases there are sidewalks in front of the second story as well as the ground floor of stores. There are stairways at the ends of the blocks so that people may go up and down.

The southcentral part of England is a beautiful country. There are fertile farms, green meadows and pastures, and parklike areas with wide-spreading trees. The country roads are almost as smooth as city streets, and well-trimmed hedges border many of them. Some of the farmhouses have thatched roofs instead of shingled roofs. In this beautiful country, situated upon the Avon River, is Stratford, the home of Shakespeare. The town is small and quiet. The names of some of the hotels or *inns* would interest you. There is a sign which says "Red Horse Inn"; "Golden Lion," "Red Lion," and "Black Swan" are the names of other inns.

Shakespeare's early home is still standing. We enter the room where the great writer was born, and we see the desk at which he sat when at school. It is tall and rough, and quite unlike the school desks now in use. Many of the articles of furniture used by the family have been preserved. A path overarched by magnificent trees leads from the street to the old church in which Shakespeare was buried.

Only a few miles from Stratford is the ruined castle of Kenilworth. It was built of red sandstone, and had several great towers. A part of the ditch or *moat* that once surrounded the castle may be seen.



FIG. 6. — Birthplace of Shakespeare.

The town of Warwick is situated in this same beautiful part of England. It is a very interesting place, and a part of the city wall and one of the gates remain. Through this gate electric cars now run. An extensive forest, in which the deer and other animals were hunted, once covered all of this section. There is a little hotel in the town which was built in 1380, over 100 years before Columbus

discovered America. About 300 years ago several people in the town gave sums of money which were to be used as a fund in furnishing bread to the poor. The practice is still followed. Every Saturday night



FIG. 7. — A bit of the ruined castle of Kenilworth.

loaves of bread are placed upon shelves in St. Mary's Church. They are marked with the names of the men who gave the money so many years ago.

In this town there is a very old castle, but unlike Kenilworth it is still occupied. It is called Warwick Castle. It is situated upon the bank of the Avon River, and is surrounded by a high stone wall.

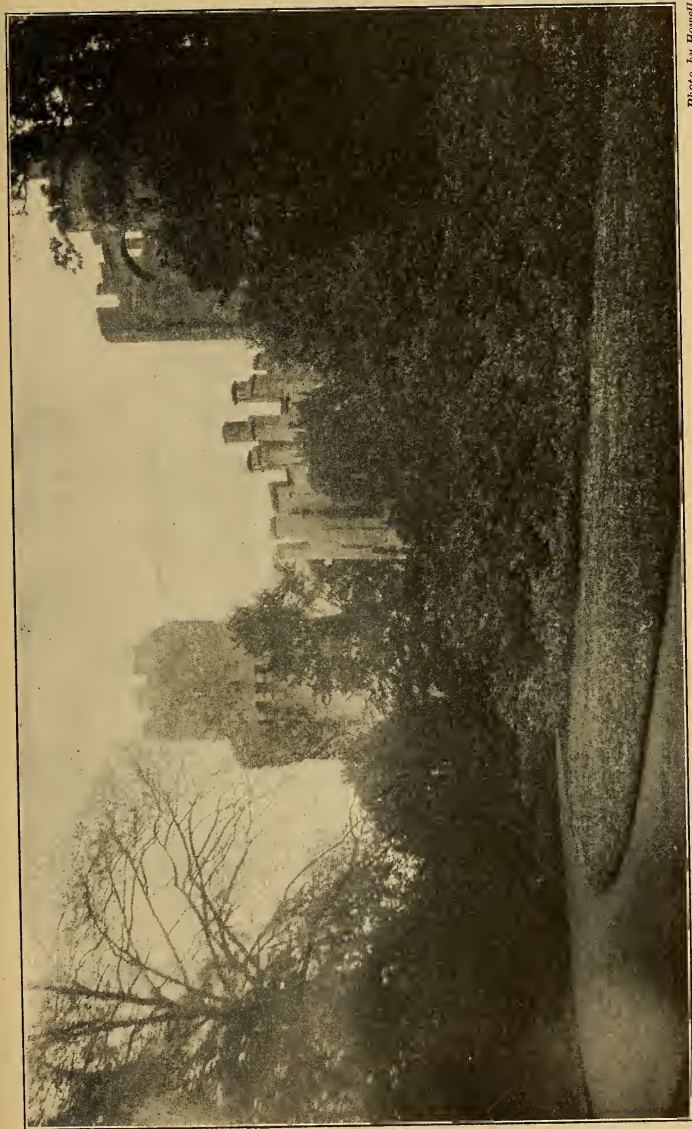


Photo. by Howell.

Fig. 8.— Warwick Castle.

Just outside of the wall is a mill where grain used to be ground. Great towers with very narrow windows rise from the corners of the castle. In the moat, which was once filled with water, ferns and other plants are now growing. We cross the little bridge and enter the gate. Above our heads is the *portcullis*, a gate of iron which could be lowered to keep out an enemy. A road cut in solid rock winds into the grounds. Over this road warriors clad in armor have ridden many times.

We pay a fee of two shillings and are admitted to the castle. In one room there is furniture centuries old. Among other pieces is a beautiful table that stood in a house on the Grand Canal in Venice in 1490. In another room we see armor, helmets, spears, axes, swords, crossbows, and other things used hundreds of years ago. The "Cedar Room" is made from red cedar that came from trees on the estate. In this room are many noted paintings.

To the north of England is Scotland, a very mountainous country. The Grampian Mountains spread over much of the central part, and this section is known as the *Scottish Highlands*. The highest peak, Ben Nevis, 4406 feet in altitude, is the most lofty mountain in the British Isles. This peak is not snow covered in summer, but in sheltered spots on its slopes there are banks of snow at all times of the year.

So rugged is the surface of Scotland that less than one third of it can be tilled. The highlands are therefore sparsely populated. The absence of coal is another reason why the highlands have comparatively few people.

Upon the hills and mountains many sheep are pastured, but much of the beautiful mountain country, with its streams and lakes is rented to wealthy



Photo. by Edwards.

FIG. 9. — Ellen's Isle, Loch Katrine.

men. During the summer it serves as a fishing and hunting ground for these people.

As it was difficult to build roads in the highlands, the people in early days were divided into many groups, known as *clans*. This same difficulty explains why the inhabitants of the highlands have not progressed as rapidly as have the people on the lowlands. In many of the homes candles are still in use.

East of the Grampian Hills there is a coastal plain, and here the population is dense. Aberdeen, sometimes called the "Granite City," is situated upon

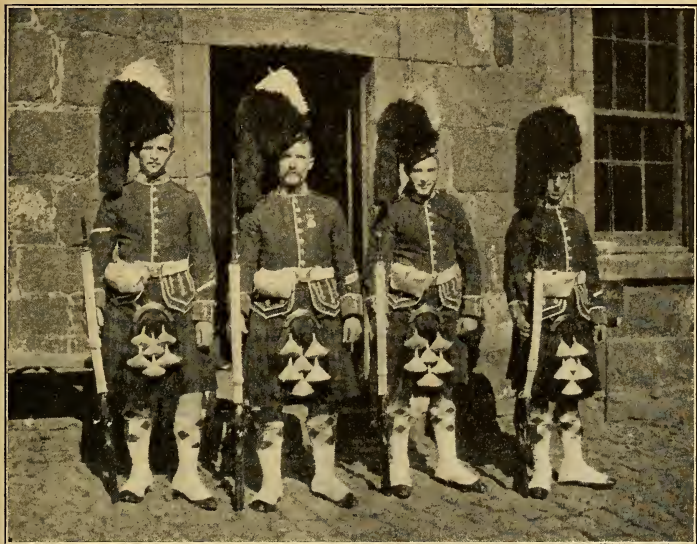
the coast at the mouth of the Dee. Many of the buildings are constructed of granite quarried in the vicinity. You have already learned that Aberdeen is an important fishing center.

South of Aberdeen, on the north shore of the Firth of Tay, is Dundee. This is the largest city in northern Scotland, and textiles are manufactured very extensively. It is also a fishing center.

The lowlands, which extend from the Firth of Forth to the Firth of Clyde, are rich in coal and iron. Therefore much manufacturing is carried on, and there are large cities and a dense population. Edinburgh guards the entrance to the lowlands, and therefore became the capital of the country. It is not a manufacturing center and is not a seaport, being situated a few miles from the coast. It has a noted university.

Near the western end of the lowlands on the Clyde is the city of Glasgow. The river has been deepened so that large ships reach the city. As there is much iron and coal in the vicinity, a great deal of manufacturing is carried on. Many steel ships are built, and iron and steel goods, as well as textiles, are manufactured. As there is much agriculture carried on upon the lowlands, this adds to the importance of the city. Glasgow is the second city in population in the British Isles.

About thirty miles from Glasgow is Stirling, one of the most ancient cities of Scotland. Its position at the head of navigation on the Forth made it the



Photo, by French.

FIG. 10. — Soldiers at Stirling Castle, Scotland.

natural key to Scotland. The weather-beaten towers of Stirling Castle rise from a hill, and overlook a beautiful country. In this castle kings have been born, and it has sheltered many brave Scottish leaders, Wallace among others. The uniform of the soldiers who guard the castle and the city to-day is quite different from that worn by soldiers in our country.

The coastal plain which lies between the Cheviot

Hills and the North Sea is only a few miles wide. This has always served as a gateway between England and Scotland, and here some important battles between the English and the Scotch were fought. To-day a railroad extends along the coastal plain.

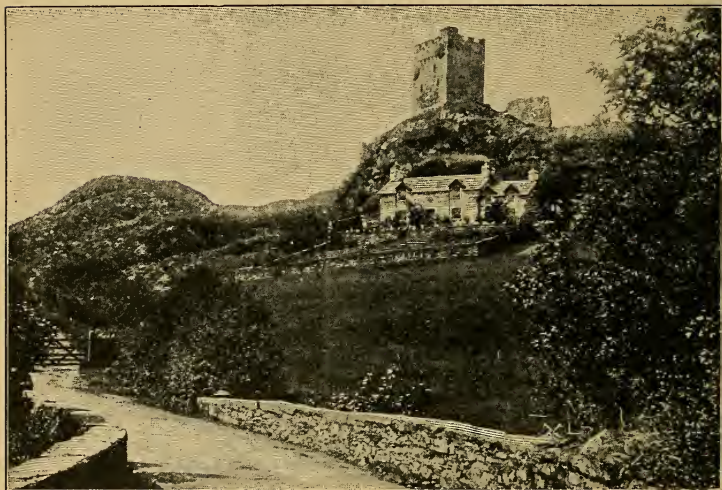


FIG. 11. — A castle in Wales.

Wales, a very mountainous country, stretches between the southern coast of the Irish Sea and Bristol Channel. Opposite Dublin, on Anglesey Island, is Holyhead. A railroad crosses the narrow strait that separates this island from the mainland.

In the southern part of Wales much coal is mined, and Cardiff is a great coal exporting center. Because of the rugged character of Wales the people

have not changed their language and customs as rapidly as they otherwise would.

Ireland is known as the "Emerald Isle," because so much of the island is green. This condition is

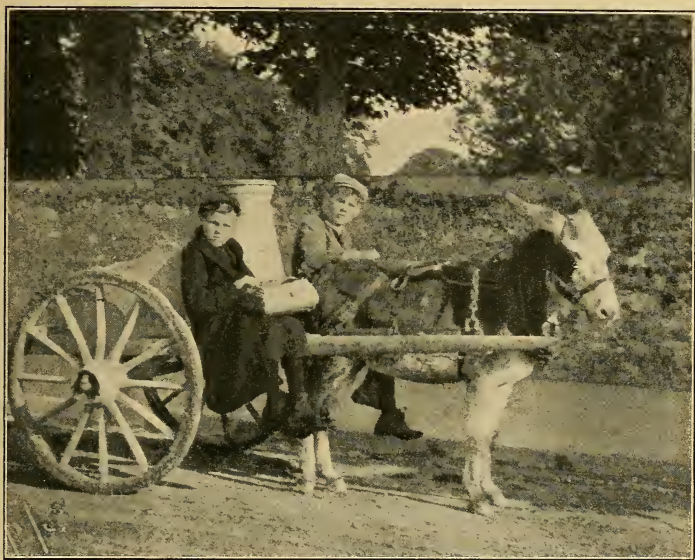


Photo. by French.

FIG. 12.— A donkey cart in southern Ireland.

due to the abundant rainfall. Low mountains extend around the border of Ireland, but much of the interior is so low and flat that water does not drain off readily. On this account there are many marshes known as *bogs*.

Until they are drained, the bogs cannot be used for agriculture, but they furnish large quantities

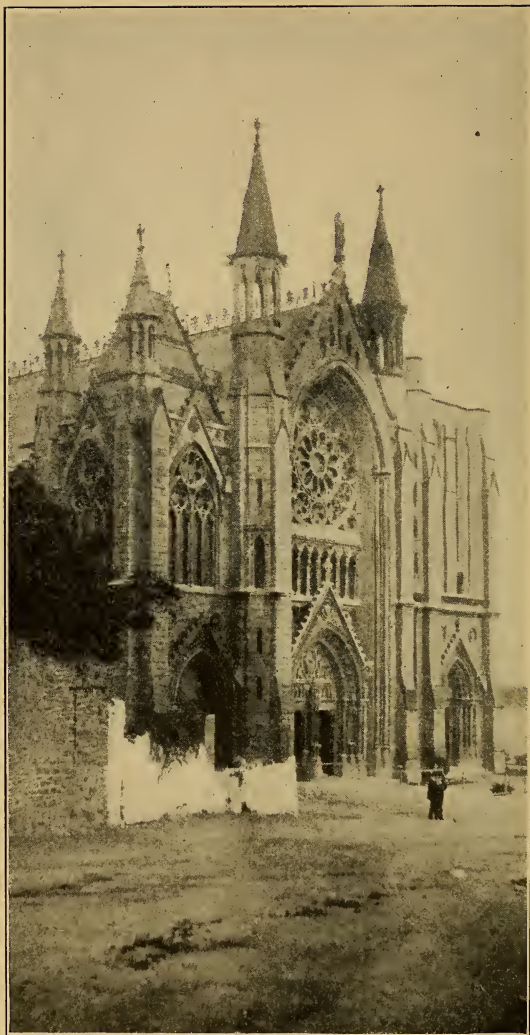
*Photo. by Howell.*

FIG. 13. — Cathedral at Queenstown, Ireland.

of a substance called *peat*. This is formed by the accumulation of vegetable material in the bogs. The water prevents the decay of the vegetation, which forms a sort of spongy mass. This is dug out in blocks, dried, and used as fuel. As there is little coal in Ireland, the peat is of great value to the people.

Cities and towns are not numerous in Ireland as they are in England. Where the land is not too swampy it is devoted to farming and to stock raising. Cattle, sheep, and horses are raised in great numbers, and meat and dairy products are exported.

Oats, barley, potatoes, and flax are important crops. Much flax is grown in the country around Belfast, and linen goods of all kinds are manufactured extensively in that city. Some of these goods are exported to our country.

Great numbers of Irish people have made their homes in the United States. They have helped to build our cities and develop our country. This gives us a particular interest in the Emerald Isle.

CHAPTER III

THE METROPOLIS OF THE WORLD

THE Hudson is a small, but a very important river. At its mouth is situated the largest city in the New World. Here may be seen ships from all parts of the earth, loading and unloading goods. A very large part of our commerce passes through New York — for, as you have learned, the Hudson-Mohawk Valley is the easiest route from the Atlantic Coastal Plain to the interior of the United States.

The Thames, also, is a small river, but near its mouth is situated London, the metropolis of the world. In this one city there are as many people as there are in the United States west of the Rocky Mountains. About a half million people, whose homes are outside of London, enter and leave the city daily. This has made it necessary to have excellent means of transportation between London and near-by cities and towns.

The basin of the Thames is the best agricultural district in England, for here we find the largest plain. The climate is mild, there is enough rainfall, and

the soil is fertile. This basin furnishes much food to the people of London.

The mouth of the Thames is close to the mainland of Europe, and therefore the river and the

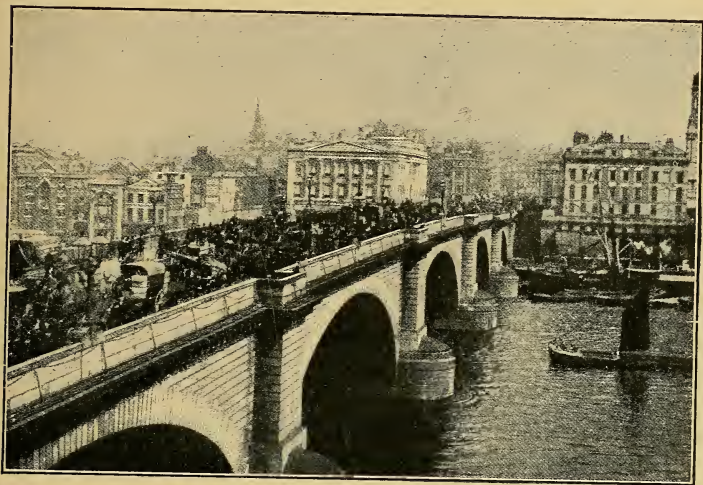


FIG. 14. — London Bridge.

valley have for many centuries been an important route of travel. Long ago there were extensive marshes along the lower course of the stream, and people traveling up the valley by land could not cross the river until they reached the spot where London now stands. The settlement established at this fording place has become the largest city on earth.

The Thames, which is here 900 feet wide, is now crossed by about twenty bridges. The most famous

of these is the London Bridge, and there is only one, Tower Bridge, that is nearer the sea. Over these bridges a stream of people and vehicles of all kinds pour both night and day.

London was a very old city hundreds of years before America was discovered. As it has spread out, many other cities have been added to it. Because of this, the city has not been built according to any plan. If all of the streets in London were placed end to end, they would reach nearly around the world at the equator. You can easily imagine that in such a large city most of the names for streets have been exhausted. On this account some names are used many times. The same street may have different names in different parts of London, because it was once a road connecting two or more cities or towns. Some of the streets are very narrow.

In a city having such a large population, and doing so much business, the streets in the business sections are crowded. In the middle of the day it would be almost impossible to cross some of the streets if it were not for the police. When the officer at a crossing holds up his hand, the teams or the foot-passengers stop as he directs.

You do not see electric cars or street cars of any kind very commonly, for the city was old and its streets crowded before street cars came into use. To

lay tracks in the streets would block traffic, and most of the streets are too narrow to make the use of cars an advantage.

There are some surface cars, however, and both elevated and underground lines. The subways the people of London call "tubes." This is because the trains really run in great tubes many feet below the level of the streets. The tubes are entered by going down an elevator.

London has a large number of omnibuses. Some

are drawn by horses, but auto-buses are rapidly taking the place of these. Most of them have two stories, and passengers reach the upper deck by means of a narrow stairway leading from the plat-



FIG. 15. — A crowded street in London.

form at the rear of the bus. The fare is usually one, two, or three pence, according to the distance traveled.

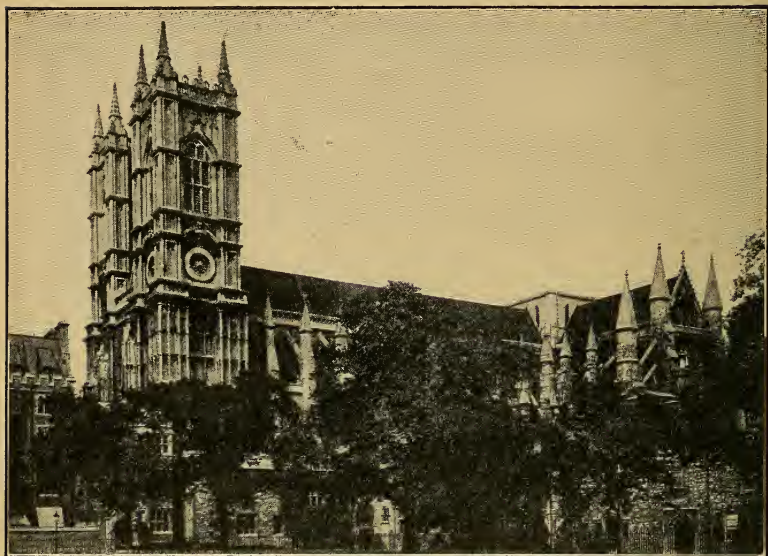


FIG. 16. — Westminster Abbey.

There is a tremendous amount of smoke hanging over the city, and there are also very many dense fogs. Sometimes these last several days. At such times it is difficult to get about in the streets, and lights must be used in the buildings day as well as night.

There are some very interesting buildings in the English capital. Among these is St. Paul's. The dome of this great church is 365 feet above the street,

and in it is the largest bell in the city. Its walls are blackened by the soot which for centuries has collected upon them. Westminster Abbey is much more beautiful, although parts of it are nearly 900 years old. Here many of the greatest English characters have been buried. The visitor may spend a peaceful hour in this quiet place, thinking of the lives of those who are here honored, or in listening to a service.

The east side of London, like the east side of New York, is the home of thousands of the very poor. Through the narrow, dirty streets one would not care to travel without the guidance and protection of a policeman.

On the east side is found one of the most interesting buildings in London, the *Tower*. This building was erected by William the Conqueror nearly 900 years ago. It has several towers and such thick stone walls that it seems as though it might endure forever. The Thames flows on one side, while in former times a deep moat protected it on the others. In the rooms of this gloomy old building there are many things that tell of the past history of England. One of the exhibits that always attracts a crowd consists of the almost priceless crown jewels. These are displayed in glass cases fully protected by iron cages.

When you use a map to find the longitude of a place you observe that it is usually given as being so

many degrees west or east from Greenwich. Greenwich is beyond the east side of London. Here there is an observatory where men with telescopes study the heavens. The meridian upon which this observatory



Photo. by Editards.

FIG. 17. — Big Ben, Parliament Building, London.

is situated is marked 0° . Places west of this are in west longitude, and places east of it are in east longitude.

Along the river Thames are the great Parliament Buildings. Here the men who make the laws for

Great Britain meet, just as our congressmen and senators meet in Washington. This is also the center of government for the British Empire. The buildings have a frontage of more than one sixth of a mile along the Thames and they cover eight acres. The Great Clock Tower is 40 feet square and 320 feet high. In it is an immense clock, and a bell, known as "Big Ben," upon which the hours are struck. The bell in St. Paul's is the only one in London larger than this. We can scarcely realize as we look at the dial of the great clock that its minute hand is twelve feet in length. The Victoria, another tower on the Parliament Buildings, is larger and higher than the Clock Tower.

As London is the largest city in the world, it has an immense commerce. Ships from all parts of the British Empire, as well as from all parts of the world, carry loads of provisions and other materials to London. Wheat, flour, rice, meat, butter, sugar, tea, coffee, fruits, and lumber are some of these.

CHAPTER IV

FRANCE

ALTHOUGH Great Britain and France are so close together, they differ in many ways. France has a more extensive plain, loftier mountains, longer rivers, and larger forests than has Great Britain. The summers in France are warmer than in the British Isles, and therefore France produces some crops that cannot be grown in these islands. The people of the two countries differ in language, in government, in disposition, and in social customs.

The map shows you that the highlands of France are in the central and southeastern parts. In the south the Pyrenees lift themselves like a wall between France and Spain, making trade and travel more difficult than they would otherwise be. No railroads have been built across these mountains, although there is one around either end of the system.

Ages ago volcanoes poured out their floods of lava upon what is now the Central Plateau. Some of these ancient volcanic mountains still remain, although they have long been inactive. The rivers



FIG. 43.

which drain the great plain rise upon this plateau, and their upper courses are therefore rapid. The soil of the plateau is not very fertile, and except where there are minerals, the population is not dense. Near St. Etienne (san-tā-tē-en') there are coal deposits, and so manufacturing is carried on. At Limoges (lē-mozh') much china and pottery are made because of the very pure clay found near by.

As the great plain is well watered, much agriculture is carried on. Nearly one half of the inhabitants of France are engaged in tilling the soil. A great deal of wheat is grown, but not enough to supply the home demand, and so wheat is imported. Barley, rye, oats, corn, flax, and potatoes are grown, and sugar beets are produced extensively.

You would be very much interested in seeing the French farmers till their fields and harvest their crops. There are as many farms as there are in the United States, and therefore most of them are small. Because of this, little farming machinery is used in some sections. Grain is sown by hand, and cut by means of sickles. Women and girls, as well as men, may be seen raking the hay and grain with long-handled rakes. Instead of threshing machines, flails are sometimes used. A flail consists of two sticks tied together at one end by means of a leather string. The worker holds one of these sticks and swings the other over

his head. As this stick pounds the grain, the kernels are beaten out of their husks. On the larger farms machinery such as we use is employed.

The rivers which drain the plain are navigable for long distances. A good many canals have been dug connecting the various rivers, and some of these canals are still in use. In early times roads followed the rivers, just as railroads do to-day.

Central and southern France have many vineyards, and much wine is produced. Bordeaux (bor-dō') is an important wine exporting city. In this same section many prunes are grown, some of which are shipped to our country.

The southern part of France has a mild climate. It faces the warm waters of the Mediterranean, and the mountains cut off the cold winds which sometimes blow from the north. This sunny, southern slope, especially east of the mouth of the Rhone, is a noted winter resort. The cold winds which often sweep down the valley of the Rhone cannot reach this section. Oranges, lemons, and olives are grown, and olives and olive oil are exported. Near Nice, orange blossoms and many kinds of flowers are used in the manufacture of perfume.

The Rhone, like the Mississippi, has built up a marshy delta which does not offer a good location for a city. On a bay a little to the east of the river's

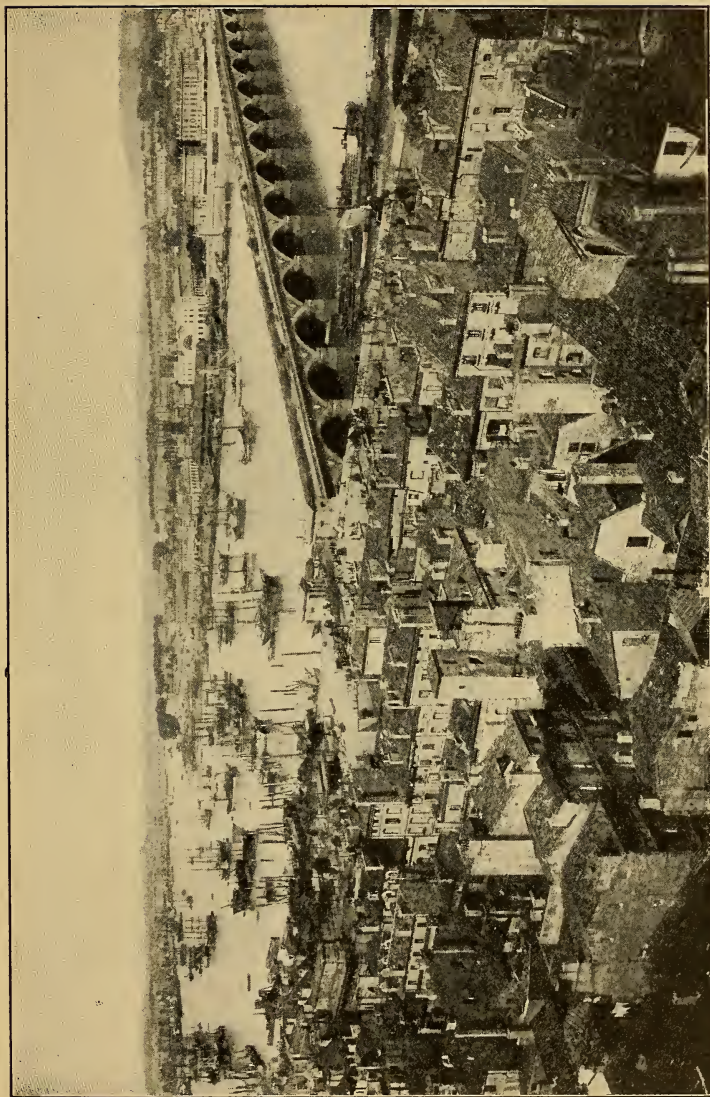


FIG. 19. — A view of Bordeaux.

mouth a city was established more than 2000 years ago, and here is located the present city of Marseilles (mär-sāl'). Marseilles is the chief Mediterranean

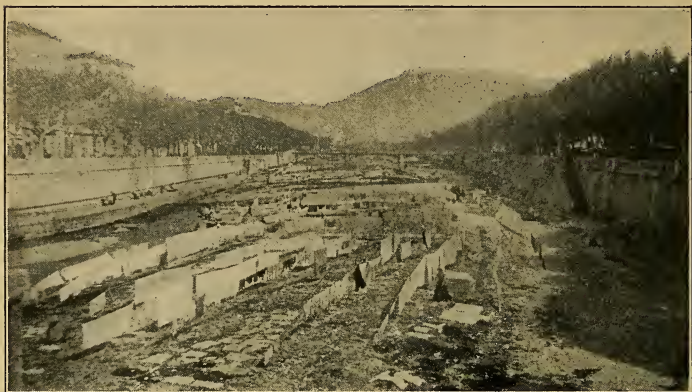


Photo. by Howell.

FIG. 20. — A public laundry in Nice.

port of France. It has a fine harbor, and carries on much commerce with northern Africa, Asia, and the Americas.

In the warmer portions of the country many mulberry trees are grown. Upon the leaves of these the silkworms feed. The people pick the leaves of the mulberry trees, wash and dry them, cut them into pieces, and then place them before the worms. The worms are of various sizes, the full grown ones being about two inches long, and cream-white in color. They are kept upon trays standing one above another

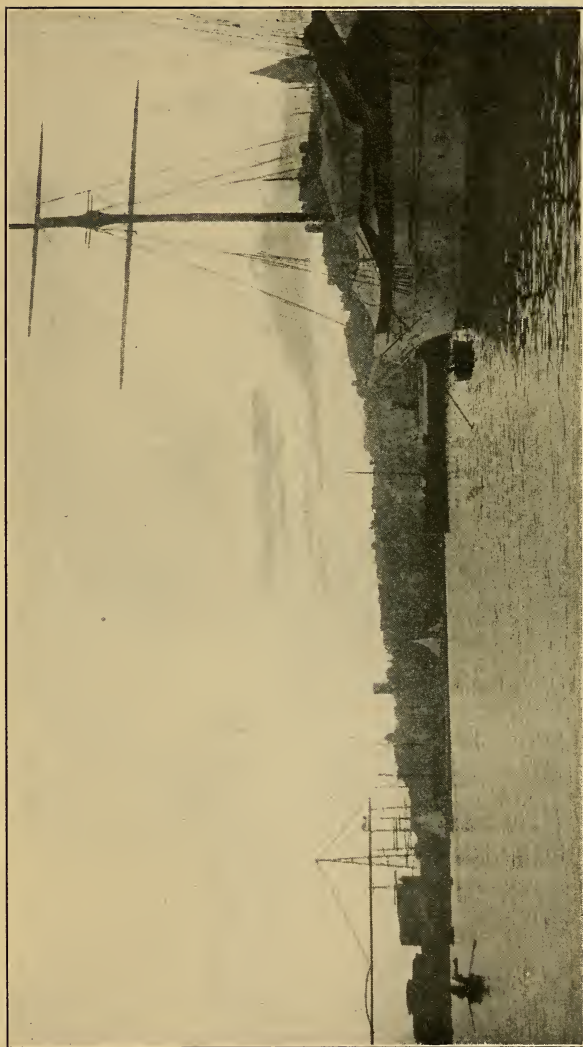


Photo. by Howell.

FIG. 21. — Harbor at Marseilles.

upon shelves in clean rooms, the temperature of which remains practically uniform.

When the silkworms are about one month old they begin spinning their cocoons. These are made of silk which comes from a tiny opening in the head of the creature. When in the body of the worm, the silk is in the form of a jelly, but on coming in contact with the air it hardens. The cocoon is spun about the body of the worm, thus making it a prisoner. How wonderful it is that these little creatures are able to transform the leaves of the mulberry tree into the material from which beautiful dresses, ribbons, and other articles are made. If the cocoons are kept warm enough for two or three weeks, a moth will come from each. The moths are about the color of cream, and have brown bands upon their wings. The moths lay the eggs from which the silkworms hatch.

In many of the cottages in southeastern France silkworms are raised. The work is light and pleasant, and women and girls do a great deal of it. As the threads of which the cocoons are made are very fine, several are twisted together as they are unwound. Silk in this form is called *raw silk*.

A little north of the mouth of the Rhone, the Durance enters from the east. Here is located Avignon (ä-vën-yôn') another of the old cities of France. Its streets are narrow and crooked, and as

you see in the picture, the city is walled. The walls were built about 600 years ago. A very fertile

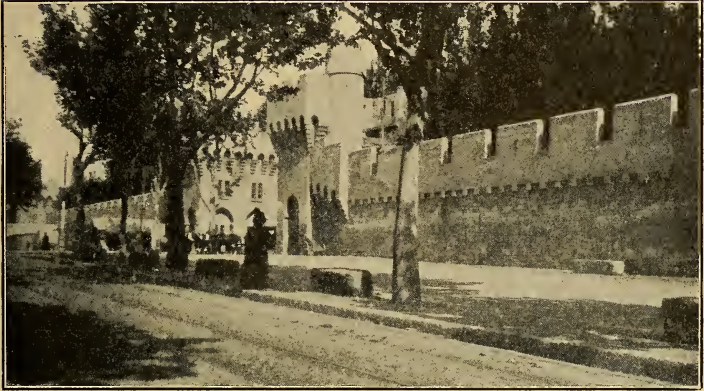


Photo. by Howell.

FIG. 22. — City Walls, Avignon.

country surrounds Avignon. There are olive, orange, and lemon groves, vineyards and gardens.

A great deal of the silk produced in France is manufactured into cloth and ribbons at Lyons. This city is situated where the Saone joins the Rhone. It is close to coal fields, and has water power. The raw silk is wound on spools, and the silk from two or more spools twisted together. Two sets of threads are then woven into cloth. Silk goods form one of the important exports of France.

The valley of the Rhone leads northward from the Mediterranean and then eastward into Switzerland. For ages people have followed this valley in traveling

to and fro, and to-day a railroad follows it. Just south of where the river enters France from Switzerland, Mount Blanc lifts its snow-white head about 15,000 feet above the sea. From the mountain, glaciers descend to the valley of Chamonix, which is visited by a very large number of people every

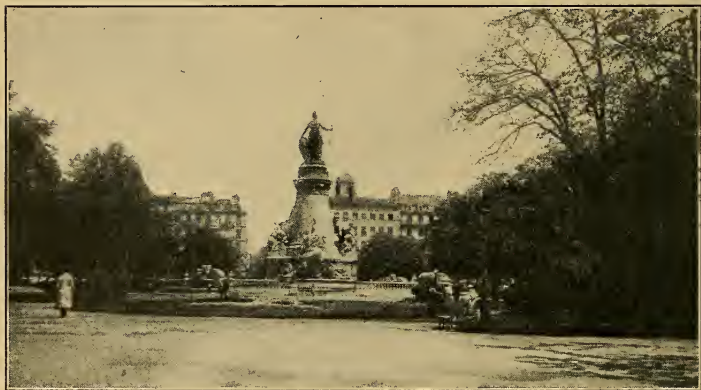


FIG. 23. — A park in Lyons.

Photo. by Howell.

summer. Towns and the homes of peasants dot the valley. If you climb the wooded slopes of the mountains, you will hear the tinkle of the bells worn by cows, sheep, and goats, for during the summer they pasture upon the mountain sides. Many streams, born in the snow fields, or under the cold white glaciers, come dashing down to the valley. Some of these furnish the power used in manufacturing, in running trains, and in lighting the houses.

Along the southeastern coast is an interesting strip of country known as the *Landes*. A part of the area is marshy, and a part is very sandy. The winds heap up the grains of sand into hills and ridges, just as they pile up snow in the colder parts of the world. These *dunes*, as they are called, are continually being moved by the winds just as snowdrifts are. The more gentle slope of the dunes is always toward the direction from which the wind blows.

As the dunes march inland they cover the land, bury bushes and trees, and they have even destroyed a number of villages. Many years ago the French people began planting grass and trees upon the dunes in order that their roots might bind together the sand grains. There are now quite extensive forests found in this section, and from them lumber, turpentine, and resin are obtained.

The peninsula of Brittany is one of the most interesting parts of Europe. Like our New England it has a rugged coast and many excellent harbors. Fishing is the chief occupation of the people who live near the shore. Herring, sardines, mackerel, anchovy, and tunny are caught in great numbers. Oyster fishing is also carried on extensively, and many lobsters are caught. In addition to the fishing carried on along the shore, a large number of vessels go to

the fishing grounds near Iceland, and even to Newfoundland.

The men of Brittany are good seamen. As a result they furnish sailors for other parts of France, as well as men for the navy. About one fifth of all the sea-



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FIG. 24.— A market scene in Brittany.

men in France come from Brittany. So many men are employed upon the sea that much of the farming is done by the women.

The homes of the poorer farmers are small, and contain little furniture. They are usually built of stone, for stone is abundant, and wood is scarce.

The roof is steep, and generally thatched, and the floor is of dirt. At one side of the living room is a large fireplace. In the yard we shall probably find a great oven built of blocks of stone reaching higher than a man's head. The water is obtained from a well.

Let us notice the dress of the people. The men usually wear jackets of coarse material, loose trousers,



FIG. 25. — A scene in Corsica.

Photo. by Howell.

wooden shoes, and flat caps of wool or felt. When they "dress up," they wear velvet jackets with large buttons, and low hats with wide rims, from the back of which hang long ribbons. The women wear short skirts, loose waists, broad white collars, aprons, and caps some of which have lace upon them. They, too, wear wooden shoes.

We find that there are many thousands of the Bretons who cannot speak French. As the country is set apart from the main lines of travel, and is rather rough, the people have changed very slowly. They are generally very superstitious. There are many old churches in Brittany, and stone monuments



FIG. 26. — Drying nets, Ajaccio.

Photo. by Howell.

still more ancient. These are some of the things that attract travelers to this land.

The island of Corsica is situated about 100 miles from the southeastern coast of France, and is one of the French possessions. It is a very mountainous island, some of the peaks being snow covered for a large part of the year. In the fertile valleys, and upon the lower slopes, oranges, figs, olives, grapes,

almonds, and chestnuts are grown. In Corsica the chestnut is a common article of food. In the town of Ajaccio (ä-yät'chö), on the west coast, Napoleon was born. Considerable fishing is carried on here and at other towns on the coast.

CHAPTER V

THE FRENCH CAPITAL

THE Seine drains a large area that is quite level and very fertile. This region has a plentiful supply of rainfall, and for these reasons it is a rich agricultural section. Wheat, rye, oats, corn, potatoes, and flax are grown in large quantities. The river is navigable for about 350 miles and is connected with the Rhine, Rhone, and Loire (lwär) by means of canals. As its valley is a natural highway across France it has been a route of travel for hundreds of years. It is therefore quite natural that the French capital should be situated on the Seine.

The mouth of the Seine is not far from England, and hence much of the commerce between the two countries passes up and down the valley. Havre (äv'r), meaning *the harbor*, is at the mouth of the river. It carries on much trade with the Americas. Here are unloaded cotton, wheat, meats, and lumber from the United States, fruits from Central America, coffee and rubber from Brazil, and wool from Argentine Republic. As the water is not deep enough to enable

the largest ships to ascend the river, they load and unload at Havre.



FIG. 27.— Horses drawing blocks of stone in Rouen.

Some distance up the river is the ancient city of Rouen, which was founded by the Romans. Here much American cotton is made into cloth. As we travel about the city we observe that many of the streets are narrow and crooked. There are old ca-

thedrals with curious forms of ornamentation known as *gargoyles*. We see many fine horses in the streets. They are often hitched tandem, sometimes four or five in a team.

Following the river, we at length reach Paris, which is situated about 100 miles from its mouth. So level is the plain that Paris is less than 100 feet above the sea. The Marne joins the Seine a short distance from the capital.

Just where the capital is situated there are islands in the Seine, and upon one of these the foundations of the city were laid hundreds of years ago. Of course the Paris of to-day extends for miles on both sides of the river.

The Seine sweeps through the city in a broad curve. It is crossed by about 30 bridges, some of which are very beautiful. Occasionally floods occur, doing much damage in the parts of the city near the river.

The French capital is noted as a manufacturing center. This is partly because there is an extensive coal field not far away. The city is also a center of art, music, science, and fashion. It is a beautiful city and attracts people from all parts of the world. This single city has a larger population than the entire state of California or Texas, each of which has a greater area than France.

The valley of the Seine is quite densely populated, and so there is a good demand for manufactured articles at home as well as abroad. Cotton, woolen, linen, and silk goods are manufactured in large quantities. In addition furniture, carpets, tapestries, shoes, hats,

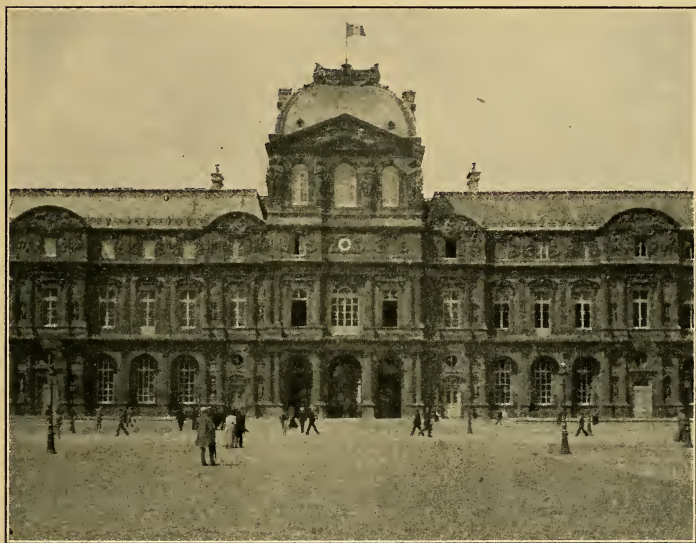
*Photo. by Edwards.*

FIG. 28. — Louvre, Paris.

jewelry, and novelties of all kinds are made. About one fourth of all of the manufacturing done in France takes place in the capital.

Paris is one of the world's great art centers, and it is visited by artists from all parts of the globe who go there to study. The Louvre (loovr) is the most

noted gallery. Here are paintings and pieces of sculpture done by the masters in many lands. It is a museum as well as a gallery, and many objects of great value are displayed there. Here we may see a sword which once belonged to Napoleon. It has diamonds set in the handle, and is valued at \$400,000.

There are many beautiful streets in Paris. Twelve radiate from the Arch of Triumph. This wonderful arch stands upon a low hill, and is therefore visible from most parts of the city. It was erected in honor of the victories of Napoleon, and was finished in 1836.

The Place de la Concorde or "The Place of Peace" is interesting and beautiful. It is an open place in which there are monuments, fountains, and statues. On one side the Seine sweeps along on its way to the sea. In the opposite direction is the Garden of the Tuileries. On a third side is the beautiful boulevard Champs Élysées, while to the north rises the marble Church of the Madeleine. In the center of the Place de la Concorde is a great monument known as the Obelisk of Luxor. This is a single piece of granite 76 feet in height. It was cut out and set up in Egypt about 4000 years ago.

The Madeleine is not at all like a church in appearance. It has no domes or spires and no windows in its walls. It is raised above the general level, and is

reached by a flight of steps. On all sides are graceful marble columns. When we enter we find that the only light comes from above.



FIG. 29. — Pantheon, Paris.

Photo. by Edwards.

One of the sights of the city is the Eiffel Tower. This is a great framework of steel rising from four corners, and growing smaller as the altitude increases.

By means of elevators people ascend the tower and obtain a splendid view of the city.

Paris is said to have the largest library as well as the largest opera house in the world. The Opera House covers about three acres, and is beautiful both inside and outside. It stands apart from other buildings and therefore can be seen to good advantage.

On an island in the river stands the Cathedral of Notre Dame. It is hard to realize as we stand before this great church that it was built about 300 years before Columbus discovered America. We may pass through any one of three high, pointed arches into the dim interior of the building. Its great age, its size, its stained glass windows, its paintings, and its altars make it one of the most celebrated churches in the world.

The streets of Paris are full of life. The people seem to live in them and enjoy them much more than we do ours. The number of cafés is very great, and both day and night large numbers of people may be seen eating at tables on the sidewalk in front of them. Much traveling is done in taxicabs. These are cabs in which there is an instrument called a taximeter that registers the amount of fare due. At any time during the ride the passenger can tell just what he owes the driver. A little metallic flag shows when the vehicle is for hire.

It is in the Latin Quarter that we can see most of the life of the people. It is not the fashionable part



FIG. 30. — Cathedral of Notre Dame.

of the city, but there is much to interest the visitor. Let us engage rooms in this little hotel or *pension* (pän-syon'). A high wall surrounds the building and

grounds. We enter through a large door and cross a court paved with blocks of stone. The maid who answers our ring shows us the rooms. There is no elevator, so we climb a narrow winding stairway.

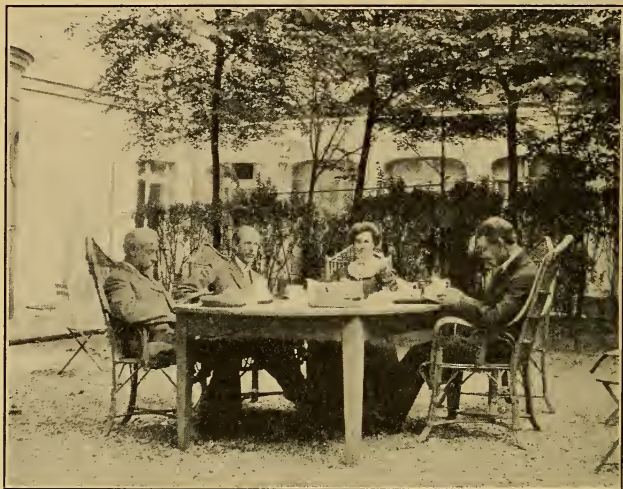


FIG. 31. — Breakfast in a garden in Paris.

There is neither electric light nor gas in our rooms, nor is there any telephone. Hot water is obtained from the kitchen, and there is no bathtub. From our windows we look out over a tangle of gables, tiled roofs, and chimneys to the tower of an old cathedral.

Luncheon and dinner are served in the dining room, but we eat breakfast in the garden. Here, under the

trees, are small tables at which we sit. Each guest has the same breakfast, which consists of a piece of hard French bread and a cup of coffee or chocolate. The butter that accompanies our bread is often in most artistic shapes, such as a lily, or a twisted shell.

Within a couple of blocks is the University, which, like Notre Dame, is hundreds of years old; and still nearer is the Pantheon. This great building is in the form of a cross with a dome in the middle. There are many wonderful pictures painted upon the walls and even upon the dome. We may climb a stairway to the top, which is 272 feet above the pavement, and there secure a splendid view over the city.

CHAPTER VI

BELGIUM

BETWEEN the Netherlands and France is the kingdom of Belgium. Like the Netherlands it is a small but densely populated country. To the east is the German Empire, and on the west Belgium has a slight extent of coast line.

Most of Belgium is low and flat, but in the eastern part there is some beautiful hilly country. This section is a continuation of the Ardennes (är-dën') and portions of it rise to an elevation of 2000 feet. There are some forests in this part of Belgium.

The eastern part of the country is drained by the Meuse or Maas River, which rises in France and flows across the country into Holland, where it connects with one of the *distributaries* of the Rhine. The Meuse is navigable, and the general levelness of the country has made it possible to construct many canals. The Scheldt is another important river. It drains the western part, and like the Meuse rises in France and reaches the ocean in Holland. The largest ships reach Antwerp, which is 56 miles from the sea.

More than one half of the people of Belgium live in the country. As we travel across it we see that in nearly all cases the farms are very small. In fact, the western part of Belgium appears like a vast number of gardens. Very much of the farm work is done by hand. In the fields we see women and children as well as men cultivating or harvesting the crops.

The rainfall is plentiful, the climate mild, and the soil fertile, therefore agriculture flourishes. There are good markets for the produce both at home and in England. The chief crops are sugar beets, potatoes, rye, flax, and tobacco. Many vegetables and flowers are grown under glass.

The peasants live simply. Wooden shoes, coarse stockings, and short trousers tied with a ribbon about the calf of the leg, are worn by the men. A linen jacket, and a cap with a peak, complete the costume. Fresh meat is seldom eaten by the common people because it is too expensive.

Belgium possesses coal, iron, zinc, and a little silver and lead, but coal is most important. The minerals are found chiefly in the hilly sections of the south-east. Iron is found near Liege (li-āzh'), zinc near Moresnet, and coal in the vicinity of Liege, Charlevoi, and Mous. About 1,000,000 people, including girls and boys, are employed in connection with the industry of mining. The boys and girls are not

allowed to work *in* the mines, but are employed above ground.

Because of the density of the population, the presence of coal and iron, and the excellent markets, there is much manufacturing. In Ghent, on the Scheldt, cotton, linen, and woolen goods are manufactured. At Liege great numbers of firearms are made. The guns are really made by the workmen in their homes. It is said that there are 40,000 gunsmiths in and near Liege. About five miles from Liege is Seraing (seh-rang') where engines and heavy hardware are made. In Tournai many Brussels carpets are manufactured. At Verviers (ver-ve-a'), in the extreme eastern part of the country near where many sheep are pastured, woolen goods are produced.

Antwerp is the great port of Belgium. As you have been told, it is 56 miles from the sea, but has a deep water harbor. Here come ships from all parts of the world. Canals connect the city with the Seine and the Rhine. Wheat, cotton, and lumber from the United States, coffee from Brazil, hides from Argentine Republic, and rubber and ivory from the African possessions of Belgium are some of the things unloaded on Antwerp's wharves. As we walk along the river we see the masts of the ships rising in countless numbers, and the most improved machinery for loading and unloading goods.

Antwerp is a fortress as well as a port. There are miles of embankments and ditches. The city must



FIG. 32. — Cathedral in Antwerp.

have more room for expansion, and these will probably be removed before long. The houses are commonly

built of brick. In the old part of the city the streets are narrow and crooked. From the tower of the cathedral, which we reach by climbing a narrow, winding, and very dark stairway, we obtain a fine view of the city. The French language is quite com-



FIG. 33. — Dog cart delivering milk in Belgium.

monly spoken, and French money is used. On the streets we see many dogs drawing milk carts, by means of which the milk is delivered from house to house in large brass cans. From one to three dogs are attached to a cart, and they are often driven by women.

Occasionally we see one dog hitched to a cart in the ordinary way, and another pulling underneath the cart. The driver of each cart must provide a strip of carpet upon which the dog may lie down when the cart stops, and also a drinking bowl for the animal. From time to time the cans are examined, and the milk tested by inspectors.

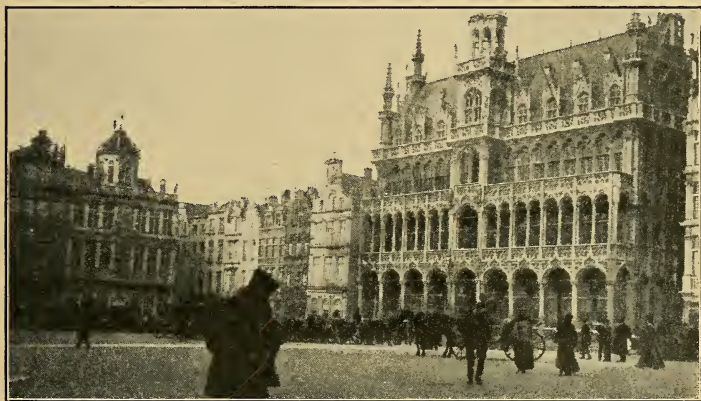


Photo. by Howell.

FIG. 34. — Hotel de Ville, Brussels.

Brussels, the capital of Belgium, is a very interesting city. It covers much ground, for the people like to live in their own homes, and so of course have to go beyond the business districts. The city is situated almost in the center of the country, but a canal enables ships to load and unload goods at its wharves. Carpets and laces are manufactured extensively.

In the center of the city, on one side of a large open court, is the city hall, built several hundred years ago. It has one large and several small towers which until the fifteenth century were covered with plates of gold. As both the Flemish and the French languages are spoken, signs and the names of streets are written or printed in both.

CHAPTER VII

THE LAND OF CANALS

IF you have ever been to the seashore, you have seen the white-crested waves dashing against the land. If you were to observe for days or weeks, you would see a never ending procession of waves doing the same thing, for the sea is never at rest. The waves are caused by the winds, and therefore the more violently the wind blows, the higher the waves become. When storms prevail, the force of the waves as they beat against the coast is so great that large masses of rock are sometimes moved. At such times the roar of the waves can be heard for a long distance, and the spray is dashed high into the air when they strike the land.

Coast lines are being constantly changed by the waves. Rocks are torn down from cliffs, and as they lie upon the beach, smaller rocks, pebbles, and sand grains are hurled against them, breaking off corners and making them smaller and smoother. In the course of time the rocks are ground up into the fine sand and mud which is found along many beaches. This work of the waves is known as *erosion*.

In places waves, currents, and tides are depositing the material obtained from the ground-up rocks. In this way sand bars, capes, peninsulas, and islands are formed. Because of this, some coasts are known as *wearing* and some as *building* coasts.

Twice each day the waters of the ocean in all parts of the world slowly rise along the shore, and if the land be low, move in, covering it. In this way the



FIG. 35. — A country scene in Holland.

Photo. by Howell.

depth of the water in the bays, harbors, and mouths of rivers is increased. After rising for several hours, the water slowly falls and moves out, uncovering the low land. This regular rise and fall of the water is known as the *tide*.

Hans and Greitje are little Holland children. Their country is very low. In fact, there are no mountains

in any part of it. Across its low, flat surface flow the Rhine, the Meuse, the Scheldt, and other smaller rivers. The material which these streams have deposited has added much to the area of Holland.

A part of Holland is below the level of the ocean at high tide, and if not protected would be covered by the water. Many times in the past, when the winds have blown violently from the North Sea, the angry waters have rushed in upon the land, covering farms and towns alike. For centuries there has been a constant struggle between the sea and the brave, patient, and industrious Hollanders.

Finally the people determined that they would conquer the sea, and so they built along the shore great walls called *dikes*. Hans and Greitje have often walked upon these, and looked down upon the water which beats in vain against them. Nearly one half of Holland is land that has been gained from the ocean by means of the dikes.

In the construction of the dikes, sand, clay, willows and great blocks of stone are used. The stone comes from Germany and Norway, for Holland has very little. There are many miles of these sea-walls, and they must be constantly watched, for the angry sea is ever pounding against them. Should a break occur, it would rapidly increase in size, and unless repaired quickly farms and towns would be covered

with water, as much of the land is *below* the level of the ocean.

The people of Holland were not content with shutting out the sea. Their country is very small, and they needed more land. Therefore they began to drain the lakes and marshes. This is slow and expensive work. A dike is first built around the area to be drained or *reclaimed*. Canals are dug to some larger canal, and pumps placed within the wall. By this means the water is pumped into the canal, and it finally reaches the sea.

Here another difficulty is met. At high tide the water will not run from the canals into the sea, for then the sea is higher than the land. On this account the seaward ends of these canals are closed at high tide and opened at low tide. Even after the area has been drained the pumps are necessary, for the soil is full of water. Finally the reclaimed land becomes dry enough to use, and here fine farms have been established. These reclaimed portions are called *polders*.

You see, then, that Holland is a land of canals as well as of dikes. They extend in all directions across the country. There are big canals upon which large vessels move to and fro, and little canals where only small boats can be used. Ditches, instead of fences, separate farms and fields.

Much of the business of Holland is done by means of these waterways. Many thousands of people live on boats in winter as well as in summer. These boats have a mast and a sail, but generally we may see them being drawn by a horse walking along the bank, or, in some cases, by people.

Hans and Greitje like to watch these canal boats as they pass the little farm upon which they live. On the forward end of the boat are vegetables, cheese, butter, and eggs which are being sent to market. In a little cabin at the stern of the boat live the owner and his family. The cabin has a small window on either side, and there are pots of flowers and usually a canary bird to be seen. Some of these boats make short trips, and some go far up the Rhine carrying food to the German cities along the river. When they come back they are loaded with German stone to be used in building and repairing dikes.

Everywhere, in city as well as in country, windmills lift their arms against the sky. As Holland is so level there is generally a good breeze blowing, and so the arms of the windmills turn busily. These windmills are constantly pumping the water from the land into the canals, and so, you see, the wind does much work for the thrifty Hollanders. To-day a good deal of the pumping is done by means of steam. It is clear

that dikes, canals, and windmills are all necessary to the existence of this little land.

The parents of Hans and Greitje are very thrifty farmers, for in Holland the women as well as the men work in the fields. The cows are their especial pride. They are sleek black and white creatures, and are very carefully tended. As the country is so wet,



FIG. 36. — A Dutch windmill.

Photo. by Howell.

there is good pasturage, and therefore dairying is important. Large quantities of butter and cheese are exported to the British Isles. Much attention is given to market gardening, and vegetables are grown extensively under glass as well as in the open air. The people give much attention to the cultivation of flowers, and fields of beautiful tulips are frequently seen.

The farmhouse is small but neat. There is a

large living room, which is also a bedroom. The beds are built into the walls like cupboards, and in front of each is a curtain. Over the fireplace is a plate rail, upon which there are several blue plates. At one end of the room is a spinning wheel, for Greitje's mother spins the flax grown on the farm, as well as the wool which their few sheep produce. Once a year a weaver visits the house and weaves the flax and wool into cloth.

Hans wears a black cap, baggy trousers, a waist with a double row of buttons on the front, and a pair of wooden shoes. These clatter upon the ground when he walks. When he enters the house he leaves these just outside the door. Occasionally, when walking along a city street, you will pass a shop where these shoes are made. Wooden shoes are not worn commonly now, except on the farms and in the small towns. Greitje is dressed in a white waist, a short dark skirt, and wooden shoes. Upon her head she wears a little cap.

In the winter Holland is a cold country. About Christmas time the marshes and canals freeze, and then the boats can no longer glide between their tree-bordered banks. The canals are not deserted even in the winter. Then Hans, Greitje, and all of the other Holland children, get out their skates. All winter the canals are busy places. Young, as well as old,

enjoy the sport. But skating is not simply a sport with these people. The children skate to and from school. Physicians skate to visit patients. The butcher and baker take and deliver orders in this way, and the milkman pushes his milk sled over the ice.

Sometimes long trips are made upon the ice. There is a society which for years has kept the snow swept from the canals, and signs are posted telling people just what courses to take. Here and there along the canals are booths or restaurants where refreshments may be obtained. The people greatly enjoy skating. It is a splendid exercise, and the keen frosty air makes the cheeks red and the eyes bright. As the skaters wheel upon the ice, playing games and cutting figures, there is much merriment.

Holland is not a manufacturing country, for it lacks coal, iron, petroleum, and timber. Very much commerce is carried on with European countries, the East Indies, and other parts of the world. Commerce is favored by the position of Holland, her easy means of transportation, and her excellent commercial schools.

Let us visit the city of Amsterdam. It is situated upon the Amstel River, which gave it its name, which was formerly *Amsteldam*. This means the dam of the Amstel. Like Venice, it is a city of canals. The

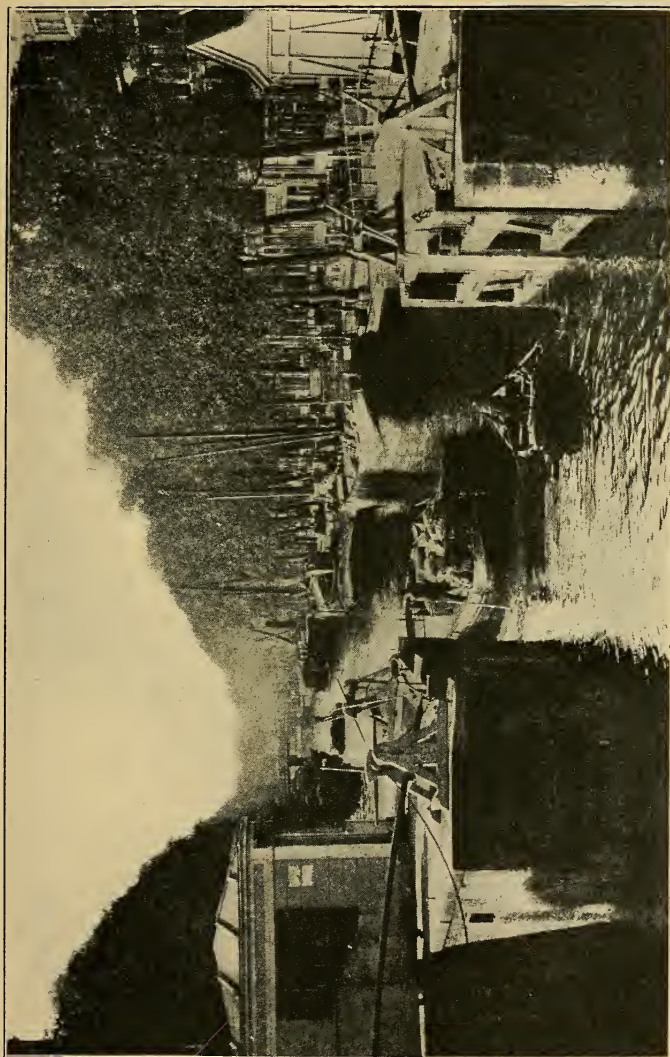


Photo. by Hovett.

FIG. 37. — A canal in Amsterdam.

number of these is so great that they divide the city into 90 islands. Several hundred bridges enable the inhabitants to cross the canals in all parts of the city.

Amsterdam is on the shore of the Zuider Zee, which is the Dutch name for South Sea. This body of water was called the South Sea because it is south of the North Sea. A canal connects the city with the



FIG. 38. — A bridge in Amsterdam.

Photo. by Howell.

mouth of the Rhine, and another extends northward to the sea.

As the land in the city is so wet, it is not easy to secure good foundations for buildings. Many of the houses are built upon piles driven into the mud. Often the mud moves after the houses have been constructed, and so many of them lean a little. In the

older part of the city the streets are narrow and crooked.

Boats are constantly moving to and fro upon the canals, carrying goods from one part of Amsterdam to another. There are several sets of canals extend-



FIG. 39. — Children of Holland.

Photo. by Howell.

ing around the city, which is nearly circular in form. There are car lines also. These lines are numbered, and the corresponding numbers are placed upon the cars.

One of the interesting industries in Amsterdam is the cutting and polishing of diamonds. Most of these come from South Africa.

A few miles northwest of Amsterdam is the town of Zaandam. This we can reach by boat, for the two places are connected by canal. After leaving Amster-



FIG. 40. — A scene in Rotterdam.

dam we pass through a fine farming country. It is very interesting to observe, as we travel along this canal, that we are higher than the grain fields on either side. Should the dikes along the canal break, the waters would pour over the farms, destroying the crops and the homes of the people.

At Zaandam we see many people wearing the quaint Dutch costume, including the wooden shoes. There is a little garden in connection with nearly every house. Occasionally we see a woman washing clothes in a canal, for many of the houses are built right beside them.

The greatest port and commercial center is Rotterdam, situated upon the River Rotte, near the mouth of the Rhine. This gives the city a great commercial advantage. Large ships can reach her wharves, for the water in the canals is deep. Some of the canals are quite pleasing, with their shade trees and arched bridges. The water of others is polluted, because fruits and vegetables and other refuse from stores are thrown into them.

The houses are commonly built of brick, and many of them lean. Along the canals they rise directly from the water's edge as they do in Venice. In the gables of many of them you will observe a stout hook. When furniture or other goods are to be placed in these houses, a pulley and rope are attached

*Photo. by Howell.*

FIG. 41.— A quiet canal in Delft.

to the hook, and the goods are raised and put through an open window. This makes it unnecessary to have wide stairways, and thus saves room in the houses.

There are nearly always flowers in the windows,

whether the house be large or small. Birds in cages are quite commonly seen also. Although you cannot



FIG. 42. — The Hague.

see the lady of the house as you pass the open window, she can see you, as in many of the houses a system of mirrors is so arranged that much that goes on in the street in front of the house can be seen

from within. Often we observe on the houses the date of their erection.

About halfway between Rotterdam and the Hague is the city of Delft. This, like many other cities in the Netherlands, has interesting canals, bridges, and churches. Delft is celebrated for the manufacture of pottery from the excellent pottery clay found there.

The Hague, or, as the Dutch say, "Haag," is surrounded by beautiful old forest trees. It is the home of the royal family, although Amsterdam is really the capital. It is but a short distance to the coast, where extensive sand dunes may be seen. In this city great peace conferences have been held, and here has been erected a beautiful building dedicated to the interest of world peace. From the Hague we travel by train to the Hook, where we bid good-by to the "Land of Canals."

CHAPTER VIII

THE GERMAN EMPIRE

IN every city in our land, and in all parts of the country as well, there are men and women whose fatherland is Germany. While these people are proud of their new home, they love their native land, which is one of the most important countries in the world. It is not a large country, being much smaller than Texas, but its population is two thirds as great as that of the United States. The possessions of Germany in Africa are much larger than the home country.

Germany has quite an extensive coast line, but as the country is so far north, some of the harbors are frozen over for a considerable time each winter. This is especially true of those on the Baltic coast. The Danish Peninsula extends northward from Germany toward Norway and Sweden, leaving a narrow strait between the two peninsulas. This strait could be closed by the Scandinavian countries, and besides it is a long journey by this passage from Germany's North Sea ports to her Baltic ports. In order to remedy these conditions, Germany dug the Kiel or

Kaiser Wilhelm Canal across the base of the Danish Peninsula.

Southern Germany is a highland region, consisting of mountains, plateaus, and small valleys. This section is therefore not well adapted to agriculture. Many legends cluster about the tree-covered mountains. The people of long ago believed that giants, dragons, and fairies inhabited them.

The northern part of Germany is a low plain sloping gently to the North and the Baltic seas. The rivers rise in the mountains and flow slowly across the plain. They are quite navigable, and the lowland has made it easy to dig canals which connect the different river systems. The plain favors the building of railroads, and it is here that agriculture is most extensively carried on.

As Germany is not surrounded by water, its climate is not so mild as that of the British Isles, yet it is tempered by the winds that blow from the Atlantic. Although Berlin is farther north than Duluth, its winters are much warmer. Rainfall is heavier in the western than in the eastern part of the Empire, but there is enough in all sections.

The soil in Germany is not naturally very fertile, but it has been made very productive. In the northern part there is much sandy soil. We observe that the farms are generally small, and that they are

divided into long, narrow fields, each planted to a different crop. As each crop requires different amounts of the various plant foods, the crop in a given field is changed every few years. This change is called "rotation of crops." As we travel across Germany we see these garden-like fields, one devoted to oats, another to rye, another to barley, another to potatoes, and so on.

In our country it is not uncommon to see considerable waste land on the farms, and crops poorly cultivated. In Germany all of the land is used, and the crops are very carefully worked. A very large amount of money is spent each year for artificial fertilizers, and everything is done to make the soil yield as much food as possible. This is necessary because of the large population.

Not very long ago Germany had to buy sugar. Now she exports sugar. This is because of the cultivation of the sugar beet, and its use in the manufacture of sugar. In addition to sugar beets, barley, oats, rye, and potatoes are grown very extensively on the northern plain. Besides being used as a food for people, potatoes are fed to cattle, and are employed in the manufacture of starch and alcohol. You will be interested to know that from potatoes the Germans make a composition that takes the place of wood in the manufacture of lead pencils.

In the most sunny parts of the valleys of the Rhine and the Moselle grapes are grown, and from them wine is manufactured. Only the hardy fruits are grown successfully in Germany. Although so much food is produced at home, great quantities are imported, owing to the large population.

As we travel from one part of Germany to another, we see many forests. In fact, forests cover about one fourth of the total area of the Empire. The Germans regard the forests as a *crop*, and much land has been planted to trees. Looking out of our car windows we see fields containing rows of tiny forest trees, others in which the trees are several feet high, and still others in which they are ready to cut. Much of the poorer soil on the lowlands is used for tree planting, and forests clothe the mountains in all parts of the country.

The Germans protect their forests; they carefully select the trees to be cut, and when they have been removed, others are planted. Forestry is more successful in Germany than it is in our country because it has been carried on for a long time, and also because so much of the forest land belongs to the government. In the Black Forest excellent roads have been constructed, and are kept in repair by means of the profits obtained from the government forests. For centuries the making of toys has been a household

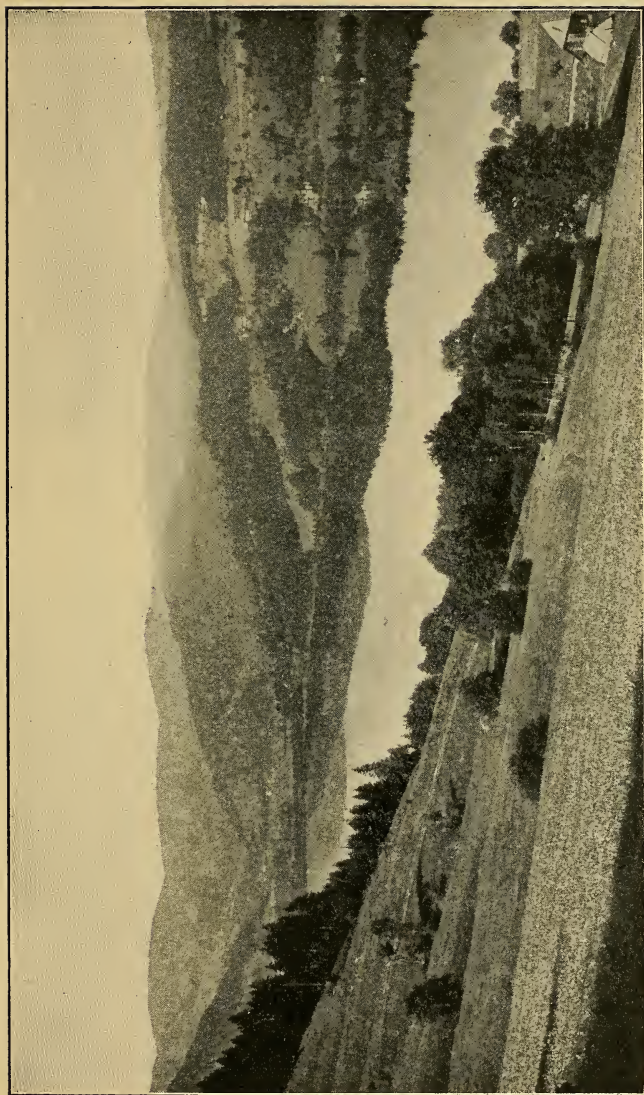


FIG. 44. — A scene in the Black Forest.

industry in this part of Germany. Some of these toys are shipped to the United States. Although so much lumber is produced at home, a great deal is imported.

Only two countries exceed Germany in the production of coal — the United States and England. She has vast deposits of iron, and much lead, zinc, silver, copper, salt, building stone, and mineral waters. The coal and iron have enabled Germany to become very important as a manufacturing country. As in Great Britain and France, the important manufacturing centers are near the coal fields. One of these centers is in Saxony on the north slope of the Erzgebirge or “Ore Mountains.” Here the cities of Chemnitz, Dresden, and Zwickau are located. Cologne, which is near the greatest of the German coal fields, Barmen, and Elberfeld are other centers noted for manufacturing.

The traveling salesmen of Germany are in all parts of the world developing markets for the goods manufactured at home. Iron and steel goods, textiles, scientific and musical instruments, cutlery, beet sugar, wine, beer, toys, books, and maps are the most important. See upon how many articles you can find the words, “Made in Germany.” It is not alone her wealth of coal and iron that enables Germany to be a great manufacturing nation. The people are industrious and intelligent, and in their schools they receive an education which fits them to carry on this work.

Several countries border upon the German Empire. Therefore a very large standing army is kept up. Military service is compulsory, and practically all able-bodied men spend two years in the army. They may be called upon at any time during a much longer period if they are needed. As we go from one city to another we frequently see soldiers marching to and fro. The boys are given some military training in the schools, and in every way the nation is always preparing for war.

Germany's greatest ports are on the North Sea rather than on the Baltic Sea. One of these is Bremen, at the mouth of the Weser. This city is more than 1000 years old. While vessels of large size reach Bremen, some are obliged to load and unload at its outer port, Bremerhaven. When the river is ice-bound, Bremerhaven is still more important. Wheat, rice, meat, coffee, cotton, wool, tobacco, and lumber are important imports.

Hamburg, like Bremen, faces the Americas. As the Elbe is larger and more navigable than the Weser, Hamburg is the more important of the two ports. In fact, it is the chief port on the mainland of Europe. No city in the world has greater advantages for loading and unloading ships. There are extensive docks, and the most modern machinery is used. At the mouth of the Elbe is Cuxhaven, the outer port of the city.

On the Spree, a tributary of the Elbe, is located Berlin, the capital of the German Empire. Its position is quite central, and it is on important routes of travel, both east and west, and north and south.



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FIG. 45. — Wharf scene, Hamburg, Germany.

The land surrounding the city is low, flat, and sandy. A canal connects the Oder and the Spree, and this makes it possible to ship goods by water from Breslau to Hamburg.

As in the cities in our country, cabs and omnibuses are in waiting at all railway stations to carry pas-

sengers to their hotels. When one registers at a hotel, the clerk asks a number of questions, for the proprietor must report to the police all strangers within six days after their arrival.

Berlin is a great manufacturing center. About one half of the total population of the city is engaged in this work. Nearly all kinds of articles are made, but clothing is particularly important. Most of the manufacturing is done in the eastern part of the capital, while the west side is the fashionable residential section of the city.

The German capital is interesting and beautiful. Its streets are clean, and most of them are quite wide. The most noted is Unter den Linden, or, as we would say, "Under the Linden." This street was given its name because lime trees border either side. It is nearly 200 feet in width, and facing it are fine residences, hotels, and shops. It is the most fashionable boulevard of the city, and one of the most noted in the world.

Unter den Linden is only about one mile in length, and we can easily walk from one end to the other, and so see it very thoroughly. At the west end is a great arch called the Brandenburg Gate. Just beyond are government buildings, and a large number of marble statues of Prussian rulers. Here begins a famous park known as the *Thiergarten* or "animal garden."

At the east end of the street is the University of Berlin, a great church called the Dom, the Museum, the Gallery, and the Royal Palace, about which we see soldiers.

We pay a small fee and are admitted to the palace. Before beginning an inspection of the rooms we are



FIG. 46. — The Dom in Berlin.

Photo. by Howell.

required to put on a pair of felt slippers. These prevent the highly polished floors from being scratched by our shoes. The slippers are so loose that we are compelled to go about with a comical sliding movement.

A guard takes us from room to room, showing us the costly furniture and the beautiful pictures. There

are cases filled with the finest of porcelain, glass, silverware, and linen for the tables. Much of this material represents gifts to the royal family. A passageway leads from the palace to a balcony in a church, so that the occupants of the palace may attend services without using the street entrance.

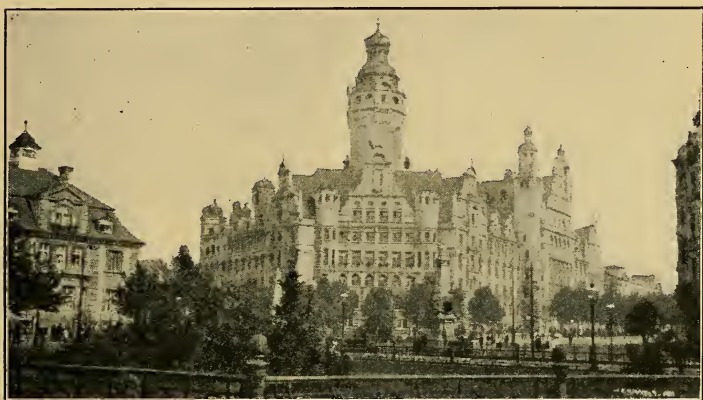


FIG. 47. — Rathhaus in Leipzig.

Photo. by Howell.

When we ride about Berlin in the street cars, we observe that they are not crowded as they are in our cities. Only a few passengers are permitted to stand, and in some cases none. A placard tells the number of seats in the car, and also the number of passengers who may stand. When a car contains its full number of passengers, no more are allowed to get on. The same thing is true in other German cities.

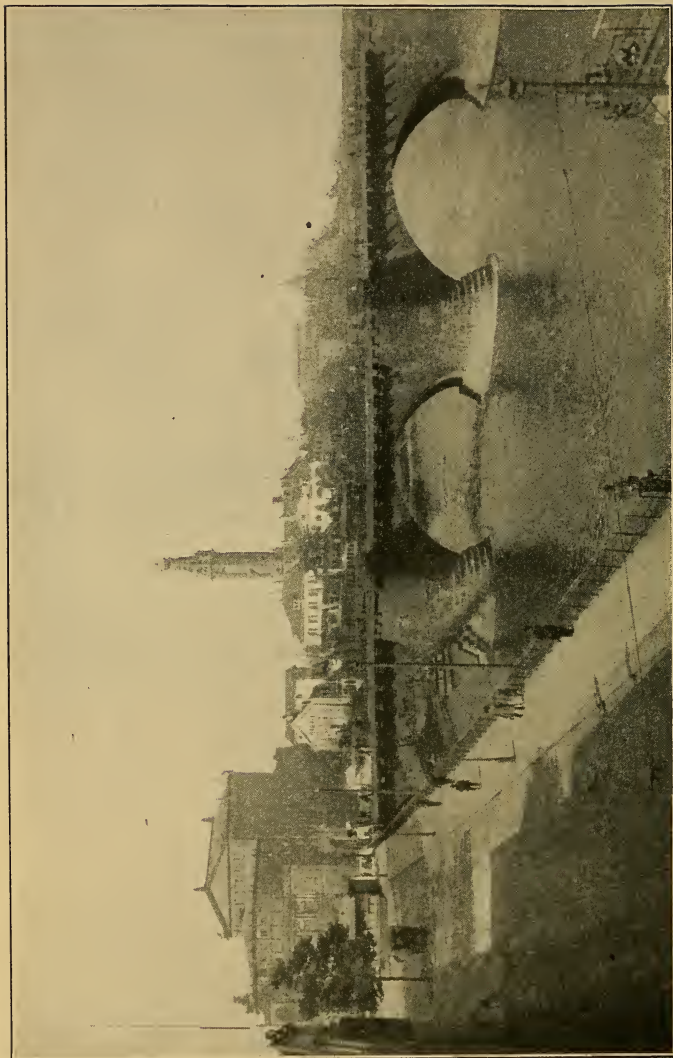


Photo. by Howell.

FIG. 48. — Bridge across the Elbe at Dresden.

Leipzig, an interesting old city, is situated upon important routes of trade and travel. Two or three tributaries of the Elbe flow through the city, and from these considerable power is developed. Hun-



Photo. by Howell.

FIG. 49. — Women sawing wood in Munich.

dreds of years ago the custom originated of holding three fairs yearly in Leipzig. The introduction of railroads has caused the trade at these fairs to decrease, but they are still quite important. Each fair lasts from three to five weeks, and is attended by people from other countries as well as by those from various

parts of Germany. Leipzig carries on a very extensive trade in fur, wool, and books. One of its most noted buildings is the Rathhaus or town hall which was built in 1556.

The Kingdom of Saxony is densely populated, and carries on much manufacturing. Dresden, its capital, is situated on the Elbe River, and is sometimes called the "German Florence." This is because it has so many splendid art galleries and museums. Dresden is visited by students of music and art from all parts of the world. Because coal is near at hand the city is important in manufacturing also. Dresden extends along both banks of the Elbe, which is spanned by several fine bridges.

The largest city in southern Germany, and the capital of Bavaria, is Munich. It is built beside a waterfall in the Isar River, and therefore power is developed. Near by are deposits of marble, and this has attracted many sculptors to the city. Only a few miles away is the quiet little town of Oberammergau, where every ten years the Passion Play is given. This custom originated several hundred years ago, and people from all over the world attend.

CHAPTER IX

THE RIVER RHINE

OF all the rivers of the world, none is more interesting than the Rhine. Up and down its valley armies have marched during many centuries. Upon its lofty banks were built many great castles, some of which yet remain. To-day one may see almost countless boats going to and fro bearing the products of field, forest, mine, and factory. At the bottom of the gorge, on either side of the river, a railroad follows the windings of the stream and the old and new are here woven together in a most wonderful fashion.

Let us take a train in the German capital, and travel southwest to the valley of the Rhine. The train, we find, differs from trains in the United States. The cars are divided into rooms called *compartments*, each of which will seat from six to ten persons. An aisle extends along one side of some cars, but passengers cannot walk from car to car, for the doors are locked.

On the outside of each compartment is a placard telling its class. Before we enter we must be sure that this corresponds with the class stamped upon

our tickets. Some compartments are reserved for ladies, and in some smoking is prohibited. These facts also are indicated by placards. When we have taken our seats, we observe that there is a notice printed upon each window-sill forbidding passengers to lean out of the windows. This is only one of many things forbidden in Germany. While we were in the station at Berlin we found that we were not permitted to walk close to the edge of the platform. It is unlawful to cross a railroad except at certain places. While such regulations seem strange to us, they prevent many accidents.

As our train carries us across the German plain we observe the well-tilled farms already spoken of. Women, as well as men, are at work in the fields. In some cases grass and grain are being cut by means of scythes. Here and there oxen, and even cows, are used in plowing.

We shall not on this trip see the headwaters of the Rhine, for the river rises among the snow-crowned peaks of Switzerland. It passes through Lake Constance, which is important in regulating its flow, and soon enters a very fertile and sunny part of Germany. Here the river has built quite a broad plain where grains, flax, hemp, tobacco, hops, and grapes grow. On the west rise the Vosges Mountains, which for a considerable distance form

the boundary between Germany and France, and on the east the famous Black Forest or "Schwarzwald."

Within a few miles of where the Neckar enters the Rhine is the beautiful city of Heidelberg. Many



Photo. by Howell.

FIG. 50. — Heidelberg Castle, Inner Court.

think that it is the most beautiful city in the German Empire. A part of Heidelberg is built upon the flat land bordering the river, but many buildings are partly hidden by the trees that clothe the steep hill-sides. From one of the hilltops Heidelberg Castle looks down upon the city. Ivy clings to its walls as though to hide the marks of age and of war. Beau-

tiful shaded walks lead to various parts of the grounds.

Just before reaching the Rhine our train passes through Frankfurt. This city is located on the Main, the largest eastern tributary of the Rhine. Long ago a people known as the Franks established

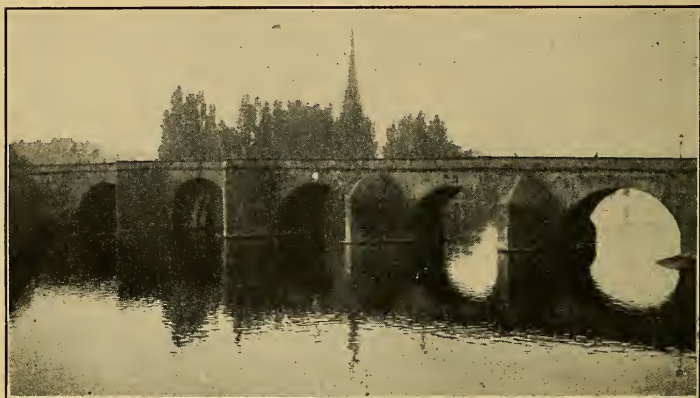


Photo. by Howell.

FIG. 51.— Old Bridge over the Main at Frankfurt.

a *ford* or crossing place here, and this gave the city its name. In early times great fairs were held here because it was located on an important route of travel. On one of the squares is a statue of the great German poet Schiller.

As we travel southwestward from Frankfurt we reach the city of Mainz. Here the plain ends, and the Rhine enters a wonderful gorge about 125 miles

in length. At this point we leave our train and take a boat in order more fully to enjoy the scenery.

Only a short distance below Mainz we come to "Fair Bingen on the Rhine." This ancient town is situated on the left bank of the river, and extends in terraces far above the water. Forest trees partly conceal the upper part of the town. On the opposite slope, which faces the sun, the land has been carefully terraced and planted to grapevines.

On the north bank, 700 feet above our boat, the Germans have erected a great monument which they call *Germania*. Here also, apparently clinging to the rocks, is the Castle of Ehrenfels, the first of many which we shall see during our ride. Now our boat glides past an island from which rises the ancient "Mouse Tower." Have you heard the story about it?



Photo. by Howell.

FIG. 52. — Statue of Schiller in Frankfurt.

We see many steamboats carrying freight and passengers, and also tugs towing from one to six barges each. These barges are loaded with coal, stone, lumber, grain, potatoes, and other things. One tug can tow as many tons of freight as can be carried by several trains of average length. This is

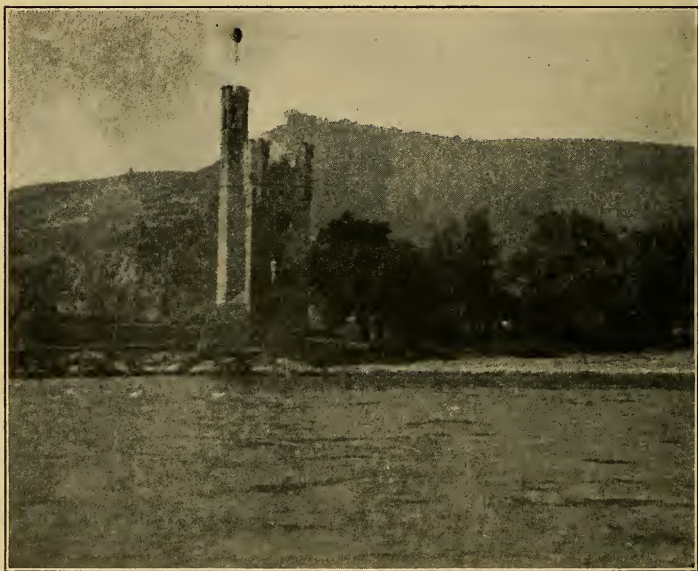


FIG. 53. — The Mouse Tower.

Photo. by Edwards.

one reason why water transportation is cheap. Formerly the Rhine was not so navigable as it is to-day. The Germans have spent vast sums of money in improving it. The river has been straightened, deepened,

and, for a long distance, made almost uniform in width.

Now from its lofty perch on the left bank the Rheinstein frowns down upon us. This is the summer home of the Emperor, and so we are especially

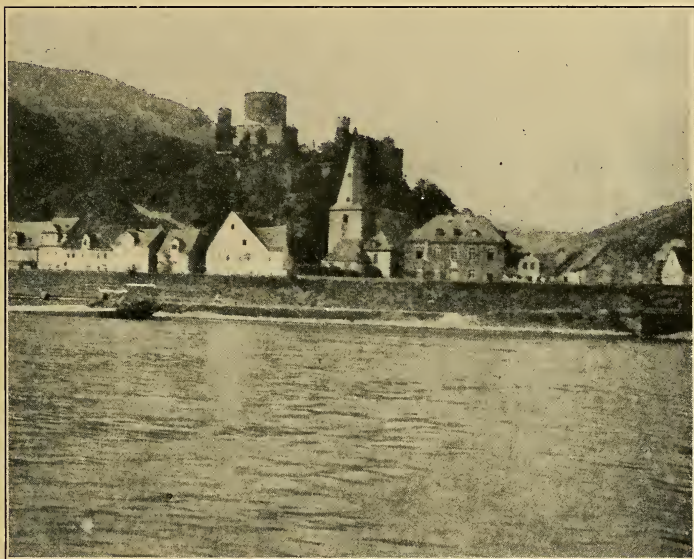


Photo. by Edwards.

FIG. 54. — Falkenburg Castle on the Rhine.

interested in it. At almost every turn in the river we see upon the one bank or the other a gray castle. Some are in ruins, and some are inhabited. They seem almost to be a part of the cliffs upon which they stand. Ivy has spread its protecting mantle

over walls and towers, as though trying to hide the scars which nature and man have made. We can imagine the former owners of these fortresses, clad in their suits of armor, and accompanied by their

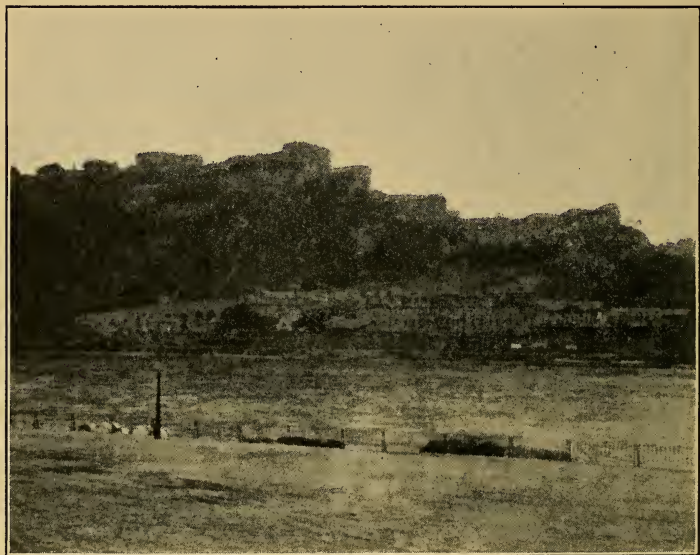


Photo. by Edwards.

FIG. 55. — Ehrenbreitstein.

soldiers, descending a steep path to the river's edge, and demanding tribute of those who traveled up and down the Rhine.

There are many rapids in the river caused by rocks that almost reach the surface, as well as by islands. Here the stream flows swiftly. In one place, known

as the Lorelei, the water dashes against steep cliffs. Long ago boatmen were sometimes wrecked here. When they shouted for help, the echo was repeated many times. Because of the noise of the waters, the mist, and the echoes, superstitious people believed that an enchantress lurked about these rocks and enticed the boatmen to their destruction. Have you heard the song, "The Lorelei"?

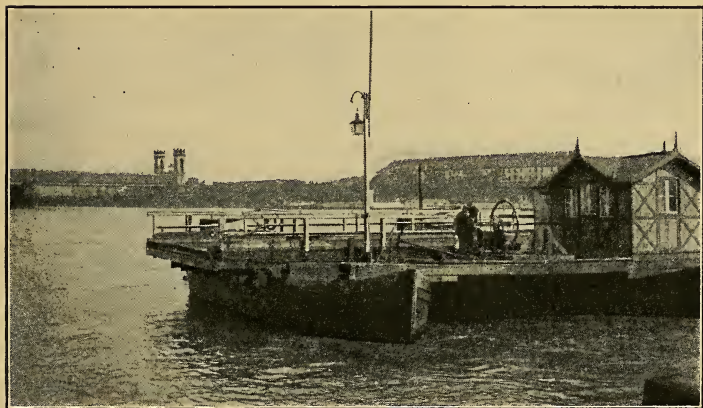


Photo. by Howell.

FIG. 56. — Bridge of Boats at Coblenz.

Still farther down we come to Coblenz, a city established by the Romans, where the Moselle enters the Rhine. Here the river is guarded by a great fortress called *Ehrenbreitstein*, which means "The Broad Stone of Honor." An interesting bridge spans the river at this point. It consists of boats

with a sort of platform resting upon them. As our

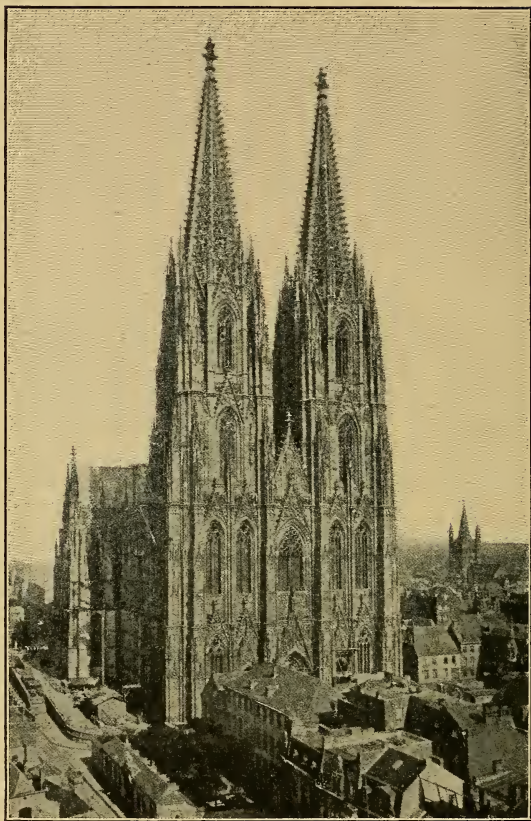


FIG. 57. — Cathedral of Cologne.

boat approaches, the bridge is opened in the center, and we pass through.

Below Coblentz the gorge is not so deep, and the

scenery is less grand. At Cologne, or Köln, another Roman city, we leave the boat, having had one of the most enjoyable days of our lives. Cologne was founded a few years before the birth of Christ, and for hundreds of years has been an important city. During the Middle Ages it was noted for its trade in cloth, gold, and silver. Nearly 1000 years ago the merchants of Cologne carried on commerce with London. The city is still important because of its manufactures and its commerce, but visitors are especially interested in its great and beautiful cathedral. The present cathedral of Cologne was commenced about 1275, and was not completed for several hundred years. Its great spires rise to a height of about 500 feet. The windows of stained glass admit a soft light to the interior of this wonderful building.

The ships that ascend the Rhine to Cologne, or descend to its mouth, must pass through a foreign country, for the lower part of the great German river is in Holland. A great seaport has grown up at Rotterdam, and considerable German commerce passes through this city.

After having taken this trip upon the Rhine we have a better understanding of its commercial value. We now appreciate more fully the love of the Germans for this beautiful river and valley, and the spirit with which they sing their national hymn, "Die Wacht am Rhein."

CHAPTER X

DENMARK

JUTLAND is one of the few peninsulas in the world that point northward, and Denmark occupies the northern part of it. Denmark is a very small country, being less than twice as large as Massachusetts. Hundreds of years ago it was the most important of the Scandinavian countries. Her people, who were known as *Norsemen*, were skillful sailors and bold sea-fighters. They were feared throughout western Europe, and for a long time it was customary to offer prayers in the churches for deliverance from their fury.

The Danes first landed in England in the year 787. As years passed, their visits became frequent, and finally the people were compelled to pay them a tax called *Danegelt*, meaning Danegold. This tax did not long satisfy the Danes, who continued to fight and plunder until they became the rulers of England. This occurred in 1017, and they remained in power until 1042.

England was only one of many countries which these fierce seamen invaded. In their long, narrow boats,

on which both oars and sails were used, they visited Germany, France, Spain, Italy, and the northern coast of Africa. More than once they went up the Seine River as far as Paris, and plundered that city.

As seamen, the Danes became so skillful and so daring that they visited Iceland and Greenland, and probably New England. At any rate, in 1002 they landed in a country called by them *Vinland*, and believed by many to be what is now New England. *Vinland* means *wineland*, and it is said that these early explorers gave this name to New England because they saw grapevines growing there. One party remained for three years, but no permanent settlement was attempted.

Denmark once included the southern part of the peninsula of Jutland, a little of Russia, and Norway and Sweden. She now rules over Greenland, Iceland, the Faroe Islands, and three small islands in the West Indies.

The position of Denmark makes it more important than it would otherwise be. Look at the map and you will see that the Danish islands of Seeland, Aaland, and Fyen lie at the southern end of the Cattegat, which is a part of the channel connecting the North Sea with the Baltic Sea. This made it possible for the Danes to control this very important commercial highway. Near the northeast end of the

island of Seeland, where the strait is 'very narrow, Kronberg Castle was built, and her guns compelled all foreign ships that passed through the sound to pay a toll. This did not please the nations of Europe, and in 1857 they compelled Denmark to accept \$90,000-000, for the privilege of using the sound without the payment of a toll.

Neither rushing streams nor waterfalls are to be found in Denmark, for the country is very flat. It

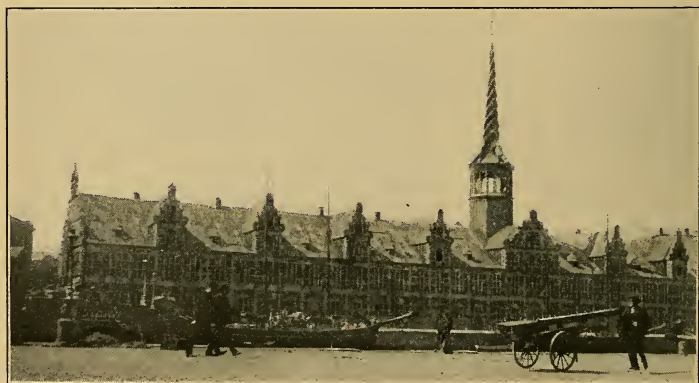


FIG. 58. — The Bersen, Copenhagen.

Photo. by Howell.

has neither coal nor other mineral wealth except clay, and not much timber. Because of these conditions, manufacturing is not extensively carried on.

The flatness of the land favors agriculture, which is the leading industry. The farms are generally small. Although there are no great cattle ranches such as

there are in our country, many cattle are raised, and some meat is exported. Dairy products are the most valuable exports, millions of dollars worth being sent to Great Britain yearly. Great numbers of eggs are exported, also.

Copenhagen, which means Merchants' Harbor, has the only good harbor which the country affords.



Photo. by Howell.

FIG. 59. — A flower market, Copenhagen.

The city is, as you see, situated upon the island of Seeland chiefly, although a part of it is upon the small island of Amager. The capital is the important commercial and manufacturing center of the nation. When the Kiel Canal was opened in 1895, the commercial importance of Copenhagen began to decline.

There are many canals in Copenhagen and buildings extend along either side of these, just as they

do in Venice. Some of these buildings are very picturesque in appearance. The canals make the transportation of commodities from one part of the city to another very cheap.

Copenhagen, like other great cities, has its celebrated street. It is called the *Lange Linne*. Here, every afternoon, may be seen the carriages of the rich. Originally this fashionable drive, which is on a narrow strip of land between the citadel and the sea, was occupied by fortifications.

The people of Denmark are stalwart and dignified. They are genial, generous, and generally well educated. They are successful business men, and among the best farmers in the world.

ICELAND

Although Iceland extends as far north as the Arctic Circle, its name is not appropriate. It is by no means a land of ice, for the ocean moderates its climate very much. By some, the island has been called "The Land of Fire" because of its volcanoes, geysers, and hot springs. There are more than a hundred volcanoes, many of which have been in eruption since Iceland was discovered. Hecla is perhaps the best known. Hecla means "cloak." It was given this name because clouds of steam partly *cloak* or hide it during an eruption.

One of the geysers is known as the Great Geyser. When it erupts, it throws many tons of water to a height of 60 feet. There is upon the island a waterfall called Gullfoss, which means "Gold Fall."



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FIG. 60.—A street in Reykjavik, Iceland.

It is said to be almost as grand as Niagara. People are beginning to visit Iceland to see these wonders of nature.

There are neither railroads nor stage lines in Iceland, and all traveling must be done on foot or by

means of ponies. These ponies are very hardy and can travel long distances in a day. As the only towns are on the coast, people who visit the interior of Iceland must be entertained in the homes of the farmers. These are very few and far apart, for the interior is almost a desert. The farmers are very hospitable, and give the best that they have to their visitors.

Nearly all of the farms are close to the coast, and upon these sheep and ponies are raised. Many of the people spin and weave the wool in their own homes, and make their own clothing. Considerable down is obtained from the eider duck. Along the coast fishing is carried on.

There are no forests, no mines, no factories, and no large cities in Iceland. There are no schools in the country, and yet all of the people can read and write. The long winters give much time for reading, and the people of Iceland are students.

CHAPTER XI

THE LAND OF FIORDS

FROM the northwestern part of Russia, the great Scandinavian peninsula extends southward for hundreds of miles. It consists of two countries, Norway and Sweden. A large, mouthlike bay, which seems ready to swallow little Denmark, partially separates Norway and Sweden at the south.

Norway is a long, narrow country, facing the North Atlantic Ocean. Its southern end is about 700 miles north of the northern boundary of Maine, while its northern end is far beyond the Arctic Circle. It is a little larger than Italy, yet in all of the country there are fewer people than are to be found in the city of Paris.

The map will help us to understand why this is so. The country is made up of mountains and plateaus, and therefore a large population cannot be supported. A very small part of the land is fit for cultivation, and the greatest care is taken in cultivating the scanty crops.

The coast of Norway is like that of Maine. It has many projections, between which there are long, nar-

row, and deep indentations, called *fiords*. A large number of islands fringe the coast, some of which are nothing more than small, bare rocks.

As this northland does not supply its people bountifully with the necessities of life, they naturally turn to the sea for help. Many of the Norwegians are engaged in fishing and in commerce. Hundreds of years



FIG. 61. — A fiord on the coast of Norway.

Photo. by Howell.

ago they were brave and hardy seamen, and in their curiously carved ships with square sails they made war upon the English. You remember that they reached the shores of North America long before Columbus's voyage.

Those who spend much of their time upon the sea must live near its margin. Then, too, the higher parts of Norway are unfit for habitation. All of her

cities, and most of her towns, are on the coast at the heads of the fiords.

As most of the people live close to the sea, much traveling is done in boats. Every family owns its boat. It usually takes less time to row across a fiord than it does to travel around it in a cart. People go to town, to the home of a neighbor, or perhaps to church, in the family boat. Women, as well as men, know how to manage a boat.

The winters on the coast of Norway are not nearly so cold as those in our New England states. This is because the winds blow from the ocean to the land, and the ocean is never very cold. Along the coast there is much rainy weather at all seasons. The rainfall amounts in some places to seventy-five inches or more per year. On the mountains there is much snow. Because of the abundant precipitation, lakes and streams are numerous.

Some of the most wonderful scenery in the world is found along the fiords of Norway. The water is calm and deep. On either side rise the steep walls of rock sometimes to a height of several thousand feet. As our boat follows the windings of the fiord, every turn presents new wonders. Valleys enter the fiord, not on a level with it, but far above. Therefore the streams in these tributary valleys plunge over precipices to the valley floor. Clouds and mist hang

over the lofty walls of the fiord much of the time, so that in some cases these falls seem to drop from the clouds.

At the head of each fiord we generally find a small



FIG. 62.—Christiania, Norway.

tract of level land. Here there is usually a town, or possibly only a fishing hamlet. Christiania, the capital and largest city, has such a situation. The bay is large enough to accommodate much shipping, but it is ice-bound for about four months each year,

which is a great disadvantage. Several valleys join the fiord on which the capital is situated, and therefore those who are going into or coming out of these valleys pass through Christiania. A road leads from the capital westward to Trondjhem (trond'yem) and another eastward to Stockholm. About half of the farming land in the kingdom is tributary to Christiania.

As we enter the harbor we pass several islands which were once heavily timbered. The hills and mountains north of the city have much timber upon their slopes, although a great deal has been cut away. They also contain mineral wealth. You can understand now why Christiania is the most important of the Norwegian cities.

One of the most wonderful of the fiords is the Hardanger, situated south of the city of Bergen. Its walls tower above our boat to a height of nearly a mile. Here and there we see a farmhouse, or perhaps a little cluster of them, painted red, yellow, or white. Near the head of the fiord is one of the most beautiful waterfalls in Europe, called Ringdalsfos.

Following one of the arms of the Hardanger, our boat reaches the city of Bergen. We see at once that its chief industry is fishing. Fishing boats are in the harbor, and fish are being dried upon the rocks. The city is situated upon islands and peninsulas, and is

surrounded by mountains. A great deal of rain falls, amounting to about seventy inches per year.

Many of the ships that belong in Bergen are en-

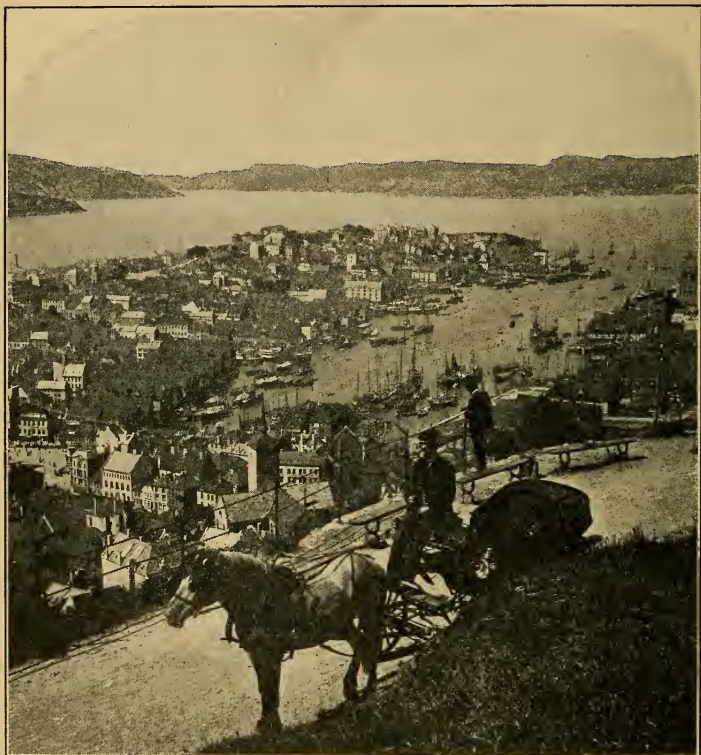


FIG. 63. — Bergen, Norway.

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gaged in commerce. Some of these take lumber and dairy products to Great Britain, and some take fish to Italy, Spain, and other countries. Still others are

engaged in supplying the city with fibers, fruits, and various manufactured goods.

The valley in which Bergen is situated is about one mile wide, but no river flows through it. The streets struggle up the steep hillsides, zigzagging back and forth so that they may not be too steep for use. Beside the footpaths are iron hand-rails, both as a protection, and to help the people in climbing. The poorer people live in the higher parts of the city, while those who have more means live on the level land.

Continuing our journey northward between the islands and the mainland we reach a fiord called Songe. For 110 miles we thread this winding passage before we reach its head. In places the lofty walls are only about one block apart, while in other places they are separated by four miles of water. They tower so far above us that the fiord seems hardly more than a gash cut in the mountains. As we land at the various settlements, women and girls come to the boat with berries and cherries for sale.

Still farther to the north on a great fiord is Trondhjem, once the Danish capital. From this point a railroad extends southward to Christiania, and another southeast to Stockholm, Sweden. Trondhjem is an ancient city, having been founded nearly 1000 years ago. Not far away are swift mountain streams where

electric power is produced. There is also some iron mined in the vicinity.

Near the extreme northern end of the peninsula is Hammerfest. This town is far beyond the Arctic



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FIG. 64. — Hammerfest, Norway.

Circle, yet its harbor is never frozen over. Here the summer days are so long that there is scarcely any night. In fact, for about two months the sun does not disappear at all. At midnight, as well as at mid-day, his shining face is visible. Because of this, Norway has been called "The Land of the Midnight

Sun." The same thing is true, however, in any place as far north as Hammerfest.

Lumbering is one of the industries in which the people of Norway are engaged. The trees are cut and floated down the streams to the fiords, where they can be placed upon ships. Norway is one of the few countries of Europe that has lumber to sell. Along the Songe Fiord are extensive forests, although there is more timber in the eastern than in the western part of the country. That part of Norway east of Bergen and north of Christiania has vast forests.

As in our northeastern states and Great Lakes region, lumbering begins in the fall. The lumbermen live in log huts in the forest and for weeks see no one but their comrades. In the spring the logs are floated down the swollen streams to a lake or fiord.

The spruce and the fir are the chief kinds of lumber exported. The birch is very common, and its almost white bark lights up the gloomy forest. The wood is valuable and the bark is used in tanning leather, and as a roof for houses. Over this bark, turf is placed. You remember that the early traders and trappers in our country made birch-bark canoes. About 40 per cent of the exports of Norway are forest products.

As you have learned, fishing is a very important industry in Norway. More than 100,000 people are

engaged in catching and handling fish. Cod, mackerel, herring, halibut, and salmon are the most important kinds of fish caught. Great quantities of codfish are dried on rocks along the coast. The



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FIG. 65.—Fishing through the ice on the coast of Norway.

halves of the fish are salted, and are turned over every few hours during sunny weather. Women and children, as well as men, do this work.

The farms are, of course small, and are generally worked by hand. The hardy grains are grown, and

there are many apple and cherry orchards. The length of the summer days is a great advantage to all kinds of vegetation.

In the farming districts the houses are generally of logs, sometimes squared into the form of timbers. Thick boards are nailed on the outside of the logs. The roof, as already stated, is covered with heavy birch bark, over which a layer of turf is placed. Many times flowers are seen in blossom on the tops of these humble homes, so even the poorest people in Norway may have roof-gardens.

Sometimes the house consists of but one large room downstairs. This serves as kitchen, dining room, living room, and bedroom. Other bedrooms are found in the loft above. At one end of this common room is a great stone fireplace. In this room will also be seen one or more spinning wheels, and a hand loom, for the people on the farms still spin and weave. The houses are usually painted red, yellow, or white. Standing about the dwelling may be several small buildings. In one of these we find butter, cheese, and other provisions. In another one cloth, extra bedding, and clothing are kept.

Dairying is an important industry, and cattle, sheep, and goats are kept upon most of the farms. During the winter they must be carefully housed and fed, but after the snows have melted in the early summer they

are driven up to the higher land to be pastured. Usually the pastures are too far from the farms to make it possible to drive the cattle to and fro daily. Some one must remain with the cows to milk them, and make the butter and cheese. This work is done by the girls and women. About once a week the men of the family go up to the log house where the dairying is carried on. They carry provisions to the women, and carry back the butter and cheese.

Sometimes you will see wires running up the hillside from the farmhouse at the head of a fiord. If we had time to investigate, we should find that these wires extend to the dairy house above. Cans of milk, as well as butter and cheese, are lowered to the farmhouse. Wood is sometimes conveyed from the mountains in the same way.

The grass cut for the use of the cattle during the long winter is gathered with great care. It is cut and raked by hand, and not a bit is wasted. As the climate is so damp it is difficult to dry it. The grass is therefore spread upon a fencelike arrangement several feet high. This enables the air to get at the grass, so that it dries more readily than it would on the ground. For the same reason sheaves of grain are stuck one above another on a long pole.

The women do much of the work in the hay fields, as they do in the dairy. All need to work, and the

women cannot engage in fishing, shipbuilding, and lumbering. Tender twigs are cut from the birch and other trees and dried. They are fed to the stock during the winter. In Norway the women sometimes deliver the mail.

Like Switzerland, the Land of Fiords has many summer visitors. Some of these travel in and out of the great gloomy fiords, visiting only the few large towns on the coast. Some travel across the country by cart, for Norway has splendid roads. The carts are two-wheeled vehicles, drawn by stout ponies. In this way one can see much of the beautiful scenery of the country, the farmhouses, the forests, the rushing streams, the waterfalls, and the glaciers.

CHAPTER XII

SWEDEN

As you have already learned, two straits connect the North Atlantic and the Baltic seas. These straits, which lie to the south of the Scandinavian Peninsula, extend into it in the form of a V turned upside down. As you see, Sweden faces the Baltic instead of the Atlantic, and this fact has much to do with her climate and her commerce.

Sweden is a little larger than the combined areas of New York, Pennsylvania, and the New England States, but its population is about the same as that of New York City. This small population is due to a number of causes. Much of the land is not well adapted to agriculture, the climate is severe, forests cover about one half of the area, and many people have emigrated.

Because there are so many lakes in Sweden, the country is sometimes called "The Land of the Thousand Lakes." The largest of these lakes are in Gottland, which is that part of Sweden lying between the Cattegat and the Baltic. Lakes Werner and Wetter

excel all the others in size, and they are important because a canal connects them. Most of the lakes were caused by glaciers which once covered the entire land, and in the northern part of the country there are snow fields and glaciers to-day.

As in Norway, lumbering is an important industry. The forests stretch practically to the Arctic Circle. During the winter many of the farmers leave their homes to earn a living in the forests, while the women and children remain at home and attend to the stock. You remember how the logs are floated down the rivers in New England. There are many rivers in Sweden flowing from the mountains to the Baltic Sea. In the spring and early summer the melting snows cause floods in these streams, and great numbers of logs are then floated down them.

Because the forests are so extensive, lumber and wood pulp are very important exports. The chief lumber exporting center is Gefle, situated a little north of Stockholm. The chief timber is coniferous — pines and firs. The wood is harder than most of the wood of the same kind in our country, because the short summers cause it to grow very compactly. It is therefore durable, and takes a good polish.

Although much of the land in Sweden cannot be cultivated, agriculture is the chief industry of the people. Hay, corn, oats, rye, barley, flax, and other

crops are grown. The farms are generally small, and the women do considerable work in the fields. They may often be seen raking up hay or grain, and piling it upon frames of wood, or upon the rocks to dry or ripen. In many of the country homes flax is still spun and woven by hand, and articles of clothing made. During the long winters there is much time for reading and study. The Swedes are gradually leaving the farms and moving into the cities and towns. This is because farming is not so profitable as industrial work. Only about one half of the total population now live in the country.

In the country the houses are generally made of wood. Sometimes they are built of logs with moss stuffed in between them to keep out the cold. Let us enter one of these log houses. It consists of a single large room, at one end of which is a fireplace, and in it pieces of wood several feet in length are crackling. How the flame roars up the chimney, yet a few feet from the blaze the room is quite cool.

In the room are two beds built against one of the walls, and arranged one above the other like berths in a sleeping car. There are a few chairs and a table. On a shelf we see the Bible and a few other books. Loaves of rye bread, baked in the shape of immense doughnuts, are strung on a pole overhead.

Early each morning coffee is served, and about nine o'clock breakfast is eaten. Coffee is served again before dinner, and once more late in the afternoon. People in our country do not feel that they have time to drop their work in order to drink tea or coffee between meals.

Stockholm, the capital, is one of the most beautiful



Photo. by Howell.

FIG. 66.—A view of Stockholm.

cities in the world. It is built upon six islands, and is situated partly upon an arm of the sea, and in part on the shore of Lake Malar. Fine bridges connect the various parts of the city. Being the capital, Stockholm is the residence of the king.

For several months each year ice closes the harbor of Stockholm. This is a great disadvantage to commerce. The harbor of Gottenborg is always open, however,

and this city is connected with Stockholm by rail, and serves as its winter port. There is also water communication with Gottenborg by means of a canal and Lakes Werner and Wetter. Stockholm is frequently called the "Venice of the North." Can you give the reason for this? Our trade with Sweden is increasing and Stockholm exports large quantities of fish, leather goods, silks, and matches to the United States. The people of Sweden naturally import much food, as well as cotton, wool, silk, and manufactured goods.

Those who enter Sweden from the west generally land at Gottenborg, so named because it is situated upon the Göte River. Although Gottenborg is a much smaller city than Stockholm, it is the chief port. In the harbor may be seen ships from all parts of the world. They bring in foods, fabrics, and manufactured goods, and they carry away fish, leather, iron, and various other things.

Gottenborg carries on much of the winter commerce because its port is open. It is quite a manufacturing center also. The Göte Canal is ten feet deep and will therefore accommodate ships of considerable size. It was necessary to construct a large number of locks along its course. At the falls of Trollhatten much power is developed.

The markets in this city are very interesting. In order to see them at their best we must visit them

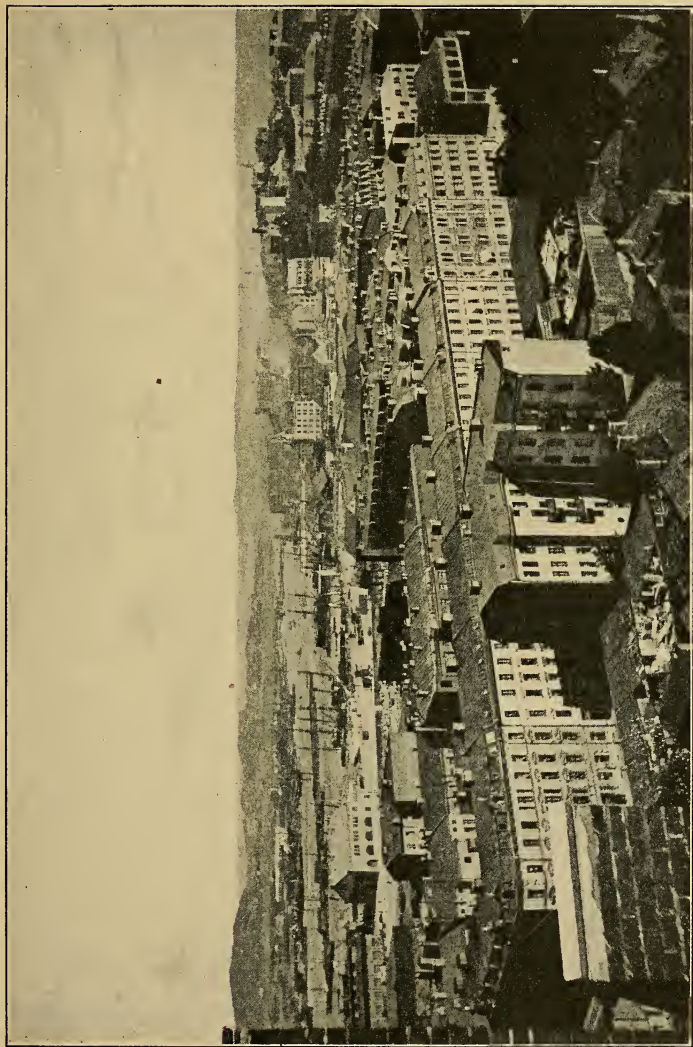


Fig. 67. — Gottenborg, Sweden.

early in the morning. Many women with baskets upon their arms, as well as buyers for hotel and



FIG. 68. — Market scene in Gottenborg.

stores, are bargaining for the day's provisions. Vegetables, berries, fruits, meat, fish, chickens, and groceries are displayed. But we are astonished when we discover that cloth, ribbons, toilet articles, dishes, books, and many other things are shown side by side with these articles of food.

Railroads are not so common in Sweden as they are in our country, but they are becoming more numerous. Compartment cars are used as they are in the other countries of Europe. When you leave the train at

a railway station, you will look for a porter, who with a hand cart will take your baggage to your hotel. Fifty öre, or fourteen cents in our money, is considered a fair price.

In some sections travel is carried on by means of carts or stages. At intervals along the road there are stations where horses are changed. Travel by this means is quite reasonable in price.

In traveling in Sweden we discover that the people as a rule object to ventilation. As the winters are so cold double windows are used, and these are usually kept closed in summer as well as winter. We find the same difficulty everywhere, in the hotels, on the trains, in the homes, and in the schools.

The people of Sweden are noted for their politeness. Children, as well as grown people, bow when they meet a person in the street. When a visitor enters a schoolroom, the children rise from their seats and say "good morning" in Swedish. Men usually remove their hats when they enter a store or an office. We find that many of the people speak English, for it is quite commonly taught in the schools.

In some of the remote country districts the people travel many miles to reach church. Some walk, some make the journey in two-wheeled carts, and some in rowboats. These boats are in some cases large enough to carry fifty or seventy-five persons.

We notice that many of the people in these districts dress quite differently from the people in the cities.



FIG. 69.—National Swedish costume.

The skirts of the women are decorated with stripes that extend horizontally, and they wear caps or kerchiefs upon their heads. When at work in the fields the men commonly wear a leathern apron to protect their clothes. The mothers while at work in the fields often carry their babies in slings upon their backs, or hang the sling to the limb of a tree, where the little one is gently rocked by the breezes.

We have very pleasant memories of Sweden as we sail away from it. We hope that we may again visit its beautiful capital, and see its mountains, lakes, streams, and falls. The people both in city and country have been kind and courteous to us, and when we meet in our own country those who have come from this northland, we shall feel somewhat acquainted with them, and with their native land so far away.

CHAPTER XIII

THE EMPIRE OF THE CZARS

THE great Russian Empire stretches from the shores of the Baltic on the west, to the Pacific Ocean on the east. To travel across the empire in this direction would require a journey of about 5000 miles. The icebergs of the Arctic crowd along its northern coast, while in the extreme southern part, cotton is grown extensively. To this one nation belongs about one sixth of the land surface of the globe.

Russia in Europe is much smaller than Russia in Asia, or *Siberia*, as it is called, but it has about three times as many people. It is largely a great plain similar to the plain in the central part of North America. Like our plain, a part of it is drained northward and a part southward. For hundreds of miles there is not a mountain, and not even a high hill to break the levelness of the land.

Because the country is so flat, the rivers flow slowly, and are navigable. As the winters are long and cold, the rivers that flow northward are blocked with ice for several months each year. The great Volga, which flows southward, empties into the Cas-

pian Sea, and is therefore not so valuable as it would otherwise be.

A part of Russia is below the level of the ocean. In fact the surface of the Caspian Sea is 85 feet below the ocean level. The land around it is low and sandy, and were the level of the Black Sea to rise 25 feet, it would be connected with the Caspian. Although this sea has no outlet, its waters are not so salty as those of the ocean. This is because large volumes of water are constantly flowing from the sea into the depressions which surround it. By this means much salt is carried from the Caspian.

Much fishing is carried on in the Caspian Sea, and quantities of fish are shipped northward on the Volga. On the western shore of the sea a great quantity of petroleum is produced. This is shipped from the city of Baku to cities farther north. There is an oil field on the east shore of the Black Sea also. There is thus considerable commerce upon the Caspian Sea.

As the Russian plain is so low and flat much of it is covered with water during the spring and early summer. At this season the roads are so muddy that it is almost impossible to use them. In winter the ground is frozen solidly and covered with snow. It is then that most traveling is done. Loads can be hauled on sledges easily and rapidly. In the far north the reindeer is used, while in the central part of

the country horses are common. In the south a horse and a camel may frequently be seen hitched together. The *tarantass* is a heavy carriage, shaped a little like a boat. It is often drawn by three or



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FIG. 70. — A Russian tarantass.

even four horses hitched abreast. As the rig has no springs, and sometimes no seats, riding is not very pleasant.

Of course Russia has railways, but they are not so numerous as they are in our country. The great Siberian Railroad extends entirely across the empire. It would seem strange to you to be compelled to carry your own bedding and provisions if you took

a long railway journey. That is what people in Russia generally have to do, for only the very finest trains furnish these things.

Most of the people of Russia live in the country, and nearly all of them own land. What then must be the leading occupation? Most of the farms are quite small, averaging only three or four acres each, although there are some immense estates. Not very long ago the Russian farmers were practically slaves. They were known as *serfs*, and were bought and sold with the land. In 1861 the serfs, about 50,000,000 in number, were freed, and the land was divided.

Let us visit the home of a Russian farmer. His house, which is almost always built of wood, he calls his *izba*. It is constructed of logs, and the chinks between them are filled with moss. Sometimes boards are nailed to the logs both inside and out. The solid earth is usually the only floor, and the roof is thatched with straw. The house is built upon an artificial mound of earth in order to escape some of the dampness of the ground.

There are probably but three rooms in the *izba*. In one tools and provisions are stored. One serves as kitchen and dining room, and the third is the bedroom. You have never before seen a stove like this one. It is built of bricks over which tiles have been placed. You notice that it is between

the kitchen and the bedroom, so that it can warm both, and that it reaches almost to the ceiling. Wood is the fuel, and you may be sure that this stove requires a great deal.



FIG. 71. — Russian peasants.

The fire is not kept burning all of the time, however, not even in the winter. The heat is not allowed to rush directly up the chimney, but is led through a system of pipes to all parts of the rooms. When this immense stove has become hot it will give off heat for hours after the fire has gone out.

The beds in this home are also a surprise to you. They are platforms of wood built close to the stove so that those who occupy them may be as warm as possible. Sometimes people sleep on top of the

stove when the fire has gone out. The windows are double on account of the cold, and are never opened during the winter. There is no running water, no gas or electric light, no telephone, no books or magazines, and no easy chairs. Such a home you would consider rather dreary.

The summer is the time for work. There is not an hour to spare, for the long terrible winter will come swiftly and crops must be raised. During the summer the schools are closed so that the children may work in the fields. The days are very long, and therefore vegetation grows rapidly. Women as well as men work in the fields. Rye, barley, wheat, oats, corn, flax, and hemp are grown in the colder parts, and tobacco and cotton in the south. Russia is one of the greatest wheat producing countries in the world, and great quantities are exported. As Russia is so vast in extent, there is sometimes a failure of crops and suffering in one section and an abundance in others.

Close to the Arctic Ocean the climate is so severe that trees will not grow. Farther south there is a great forest belt which extends east and west nearly across the empire. Much of this forest area is so far from cities and railroads that it has not been touched. In the portions more favorably situated, a great deal of timber has been cut.

The winter days are short, and the nights long. Not much work can be done out of doors, but there is much that can be done in the house. The men

make harnesses and tools and do repairing, while the women spin and knit.

The Russians generally have a light breakfast. This consists of tea and rolls, and sometimes jam. They are very fond of tea and all day long hot water is kept in the *samovar*. This is made of a combination of copper and zinc and has the appearance of gold. The samovar is often very beautiful in design, and holds from twelve to thirty glasses of water. A long tube



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FIG. 72. — A Samovar.

extends to the bottom of the samovar. This is kept filled with burning charcoal. No matter at what hour a guest steps into the house, the hot water is ready, and tea is quickly served.

Water is obtained from a well having a frame or *curb* of stone or wood. A few feet from the well a long pole is fastened to a post. To one end of this pole a bucket is attached. A stone or a bag filled

with sand is tied to the other end. When the weight is lifted, the bucket is lowered into the well, and filled with water. By pulling down the weight, the pail is lifted out of the well.

CHAPTER XIV

SOME RUSSIAN CITIES

IF we visit but two or three cities in European Russia, St. Petersburg must, of course, be one of these. This is because it is the capital, and is the largest and most beautiful of the cities of Russia. Although a large city, St. Petersburg is not old. It was founded in 1703, and made the capital in 1712.

At that time the Emperor of Russia was Peter the Great. He saw that his nation was in many ways behind the other nations of western Europe. Partly because of this, and partly because he needed to watch the Swedes, whom he had just conquered, Peter moved his capital from Moscow to St. Petersburg.

The Neva, a broad stream, winds its way across the delta which for hundreds of years it has been building. There are several islands in the marshes near the river's mouth, and upon these a part of the city was built. It was a difficult task to build a city here, but Peter the Great did not mind difficulties. His word was law, and so workmen came at his bidding from all parts of Russia.

In spite of the marshy ground and the miserable

climate, the new capital grew rapidly. In one year 30,000 houses were erected. Some of these were beautiful palaces. As there is neither timber nor stone here, all building material had to be brought in.

Bridges connect the different islands and span the Neva. Most of these are bridges of boats that are removed each winter. The St. Nicholas Bridge is a great structure of iron and granite.

There are many wide streets in the capital. The finest of these, and one of the most beautiful in the world, is the *Nevski Prospekt*. It is four miles long and 130 feet broad. On either side are palaces, churches, and business houses, while shade trees add much to its beauty.

One of the great buildings of St. Petersburg is the Winter Palace. This is the home of the Czar or Emperor for a considerable part of each year. During the winter there are sometimes as many as 6000 people living in this one building. In one of the rooms the crown jewels are kept. They are very magnificent, and are guarded night and day.

The most beautiful of the many cathedrals is St. Isaac's, but as the ground is so low it does not show off to the best advantage. Its great dome gleams in the sunlight like gold. Fine trees surround the cathedral.

In the winter the Neva is frozen, and ships no

longer move to and fro upon it. This condition exists for about four months each year, and is a great dis-



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FIG. 73. — St. Petersburg from the dome of St. Isaac's Cathedral.

advantage to commerce. Its icy surface then becomes a road for sledges and sleighs, and many skaters glide merrily over it.

The cabs which we see upon the streets are called

droshkies. They have small wheels, and usually seat but one or two passengers. An arch, somewhat like a half hoop, is fastened to the shafts, and extends



Photo. by French.

FIG. 74. — A Russian droshky.

over the horse's neck. Sometimes a bell is attached to the arch.

From St. Petersburg we travel to Moscow. On our way we pass the only high hills that rise from the plains of western Russia. These are known as the Valdai Hills. Everywhere there stretches the vast level plain which gives the country a monotonous appearance. While we are yet at some distance from

Moscow we can see the domes and spires of her many churches gleaming in the sunshine. At the sight of this magnificence the peasants often fall upon their knees, for Moscow is spoken of as "Holy Mother Moscow."

From any lofty tower in the city one can see a large number of spires and bulblike domes rising above the other buildings. A single church or cathedral usually has several of these odd appearing domes, which are generally gilded. The most magnificent of the hundreds of churches in Moscow is the Church of the Saviour. It is of cream-colored stone, built in the form of a Greek cross. There are four towers, capped by domes and crosses, while from the center rises an enormous gilded dome. This building can be seen from all parts of the city.

The city of Moscow is built upon the Moskwa River, and this gives it its name. Many of the people here, as in other parts of Russia, can neither read nor write. Because of this, some of the signs would seem very curious to you. On the front of a shoe store you will see a large sign in the form of a shoe, and this the people can read very easily.

Moscow, like Vienna, is built in the form of one circle outside of another. As the city outgrew the wall which surrounded it in the early days, another was built beyond. Within the inner wall is the

Kremlin, the great fort of the city. Here also the Treasury and the Imperial Palace are located.

Outside the *Kremlin* is a church most wonderful in architecture and in coloring. It is known as the



FIG. 75. — Scene in Moscow.

Church of St. Basil. From all parts of the building rise the gleaming domes, while a large number of colors have been used in painting it. These lines will give you an idea of the appearance of this city when the rays of the setting sun fall upon its wonderful buildings.

“Oh the splendor of the city
When the sun is in the west!
Ruddy gold on spire and belfry,
Gold on Moskwa’s placid breast;

Till the twilight, soft and somber,
Falls on wall and street and square,
And the domes and towers in shadow
Stand like silent monks in prayer."

Almost directly east of Moscow is Nijni Novgorod, one of the most interesting cities in the Russian Empire. It is situated where the Oka flows into the Volga. In earlier times much buying and selling was done at *fairs*. To these fairs, held in some convenient place, people brought whatever they had to sell, and those who wished to buy attended the fairs also. Many goods were *exchanged*, instead of being sold for money. As Russia has few railroads, and so many of her people live in the country, much business is still done at fairs.

Novgorod is built upon bluffs that rise from the river, but on the east side of the Volga there is low, flat land. Here is held the most wonderful fair in the world. It opens on July 28th of each year, and closes in September. To this fair come people from all parts of the empire and even from other countries. From Siberia come caravans with furs, diamonds, and other precious stones, and various kinds of iron goods. Woolen and linen goods, nails, hardware, and farming implements, come from the western part of Russia. Manufactured goods of various kinds are sent from Great Britain, France, and Germany. Persia sends

precious stones, fruits, carpets, and silks. Cotton is shipped from Bokhara, while China sends tea.



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FIG. 76. — The great bell market in the fair, Nijni Novgorod.

In order to reach the fair grounds from Nijni Novgorod, we cross the Volga on a bridge of boats. During the time when the fair is open there is really

quite a city, the population amounting to three or four thousand. The same merchant generally occupies the same bazaar year after year. The fair is managed by a committee composed of business men from the most important cities of Russia.

There are hotels and churches on the fair grounds. There is a water supply, a fire department, and police protection. A canal surrounding the grounds helps to protect the buildings against fire. As the number of railroads increases, this wonderful fair becomes less important, but the amount of business done in 1909 amounted to \$250,000,000. Many goods are now bought and sold by sample.

When the fair season comes to its close, the stores, churches, and restaurants are closed, the bridge of boats is removed, and the merchants start on their long homeward journey. The streets which have been thronged with people from many nations will be dark by night and silent by day for nearly a year.

CHAPTER XV

SPAIN

IN ancient times people called the narrow strait that connects the Atlantic Ocean and the Mediterranean Sea the *Strait of Hercules*. The rock of Gibraltar on the north, and Ceuta on the south, were the *Pillars of Hercules*. For a long time the Pillars of Hercules were thought to stand on the western margin of the world. At the east end of the strait the distance from Europe to Africa is but fifteen miles, and on clear days one can see from continent to continent.

The Iberian Peninsula is made up of Spain and Portugal. Its area is about the same as that of the state of Texas. Water washes the peninsula on all sides except where the lofty Pyrenees separate it from France. In the central part this system is more than 10,000 feet in height. No railroads cross the mountains, but one extends around either extremity of the system. You see, then, that the Pyrenees are a great obstacle to communication by land between Spain and France.

Spain is a great plateau with numerous mountain ranges crossing it. The westerly winds deposit con-

siderable moisture along the western coast, leaving the interior quite dry. Because of these conditions Spain is not so well adapted to agriculture as are some countries. The steepness of the slopes has caused the rivers to cut deep trenches, especially in their upper courses. On this account irrigation is, in some districts, difficult. In spite of these discouragements, agriculture is the leading industry.

Being almost surrounded by water, the peninsula has a mild climate, especially on the eastern and southern slopes. The crops vary according to the temperature and rainfall. Wheat, grapes, olives, oranges, lemons, figs, pomegranates, and dates are grown. There are also many mulberry trees, on the leaves of which the silkworm feeds.

Along the coast of the Bay of Biscay there is some iron mined. A part of this is exported from Bilbao to Great Britain, because it is very fine in quality and can be used in the manufacture of cutlery. Great mercury deposits exist a little south of the center of the plateau, near Almaden. Spain produces about one fourth of the world's supply of copper, most of which comes from the southern part. Besides these minerals, lead, silver, sulphur, and salt are found.

Salt making is the chief industry around the Bay of Cadiz. At high tide water is led to depressions called basins, where it partly evaporates. Through

narrow channels the water then passes to shallower pans where crystallization takes place. The salt col-



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FIG. 77. — The quay and new Custom House of Barcelona.

lects on the bottom of the basins, and is scooped up by means of wooden shovels. Donkeys carry off the salt, which is placed in great heaps and left for the autumn rains to purify.

Let us board a train in the French capital and journey to Spain. We pass around the east end of the Pyrenees and at the boundary between France and Spain we find that we are obliged to change cars. This is because Spanish railways are about one foot wider than the railroads of other European countries.

On the sheltered coastal plain south of the mountains stands Barcelona. It is an attractive city, having a fine harbor, and is the great cotton manufacturing center. The climate is delightful. From the shore a beautiful street known as the *Rambla* leads up to the city. Auto-buses will carry us about for a fare of two cents.

Tortosa is near the mouth of the Ebro, the only large Spanish river flowing into the Mediterranean. Here we see wine carried and sold in pigskin bottles or sacks. West of the city is Montserrat, believed to have been the home of the Holy Grail. There is considerable low land in the basin of the Ebro, and the river is used extensively for irrigating. At its mouth a delta of considerable area has grown.

Valencia lies farther to the south. It is on the coastal plain at the mouth of Guadalquivir River. The walls which surround the city were built hundreds of years ago. A horse car takes us to an old gate which is guarded by two great towers. In the oldest part of Valencia the streets are narrow and crooked.

Valencia is an important seaport, and is surrounded by a very fertile region.

There are many towers and belfries in the city, and from some of these we obtain fine views of Valencia and the surrounding country. Much of the land is marshy, and upon this rice is grown. As you know, rice requires a great deal of water, and as the rainfall in this part of Spain is not heavy, the land is irrigated. The farmers who tend the rice fields live in small thatched huts called *Cabañas*.

On the higher land in the vicinity of Valencia there are orchards and gardens. Some of the orange and lemon groves are worth as much as one thousand dollars per acre. Fruit is exported from Valencia, some of which reaches the United States.

In the central part of Spain the country is quite bleak and desolate. The rainfall is very light, and there is little timber. The summers are hot, and the winters are cold, for this region is far removed from the ocean. Many sheep are pastured upon the hills.

One would not think this part of Spain a desirable location for the capital, yet here it is. Madrid is situated on the Manzanares River, a tributary of the Tagus. So scanty is the rainfall that the river is dry a part of the year. Here, long ago, Philip II built a palace called the *Escorial*. It cost an

immense sum of money. It is now used as a burial place for the rulers of the country, a library, and a picture gallery. This gallery is said to be one of the finest in the world. Looking northward from



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FIG. 78. — A procession passing through the streets of Madrid.

the palace, we see the lofty peaks of the Guadarrama Mountains.

During the middle of the day people take a rest, called a *siesta*. This usually lasts a couple of hours. During this period little business is done. We notice also that women often do their laundry work in the stream, and that goats are driven about the city and milked in front of the homes of the customers.

On Sunday afternoons thousands of people attend the bull fights. These are held in a great circular inclosure that will seat 15,000 persons. The ring, which is in the center of the building, is surrounded by a high wall.

The bull is admitted by means of a gate or door. In the ring are gayly dressed riders and others on foot whose business it is to fight the animal. The riders, or *picadores*, carry short spears. When the rider is in dangerous quarters, one of the footmen attracts the attention of the bull by waving a scarlet blanket, or perhaps another wounds him by throwing short darts into his body. Let us each help to bring about the day when no one will be able to get enjoyment from seeing any form of life tormented.

A short distance southwest of Madrid, on the bank of the Tagus, is Toledo, a former capital of Spain. It is an ancient and a beautiful city, but has fallen somewhat into decay. The city is built upon a terraced hillside rising from the river. The streets are narrow and crooked, as are the streets of most very old cities.

In the basin of the Guadalquivir we find many evidences of the splendor of Moorish days in Spain. One thousand years ago Cordoba was a great city. It was the first city in Europe to have paved streets, and its university and library were famous. About

the close of the eighth century a wonderful mosque was built in Cordoba. It is said that its floors were of silver, and that gold and precious stones covered the walls. A cathedral now occupies the ground upon which the mosque stood.

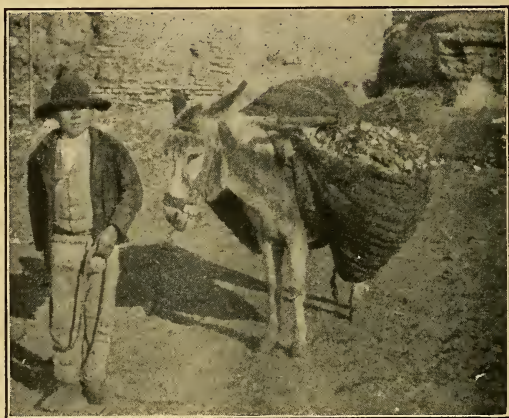


Photo. by French.

FIG. 79.— Boy bringing vegetables into Cordoba.

From Cordoba southward we find the great olive growing section of Spain. Except in the sheltered valley of the Ebro, olives are not grown in northern Spain. No other country produces so many olives. Picking begins about September 15, and continues until December. The fruit is gathered in baskets holding about one half bushel each, and taken to the pickling factories. Much of the fruit used for pickling is picked green.

At the pickling factory the olives are washed and then placed in large vats in which there is a soda solution. Fresh water is then run through the vats to wash out the soda, after which the olives are placed in hogsheads of brine and left there for a month or two. Women then grade the fruit and it is put up in bottles of brine and is ready for the market.

When olives are ripe they are almost black in color and have the appearance of being very luscious. They are exceedingly bitter, however. This is the reason why both green and ripe olives have to be soaked in brine and thoroughly washed before they are fit to eat.

From the ripe olives, olive oil is made. Some-



Photo. by Howell.

FIG. 80. — A Citizen of Granada.

times the olives are crushed by hand, and sometimes by machinery. After crushing, the pulp is put into a press from which the liquid runs into tanks. The oil rises to the top and is drawn off. The oil is usually shipped either to France or Italy, where it is put up for the market. Much of it is exported to the United States.

In the beautiful mountain valley of La Vega, guarded on the south by the snow-crowned Sierras, lies Granada. This was the last stronghold of the Moors. Two years before America was discovered, Ferdinand defeated Boabdil, the Moorish king, and compelled him to leave the city. It was here that Isabella secured the money which made Columbus's voyage of discovery possible.

On the foothills overlooking the valley is the *Alhambra* or "red palace." Its construction required 100 years. The building is plain on the outside, but was wonderfully beautiful within. Every court and large room had its marble fountain where cool water flowed. The Court of Lions was one of the most beautiful rooms. At the Gate of Justice, the entrance to the Alhambra, sat the Moorish ruler to hear complaints, and to administer justice to his subjects.

Although the Alhambra is largely in ruins to-day, we can form an idea of its beauty in the time of the Moors. It is no wonder that Boabdil wept as

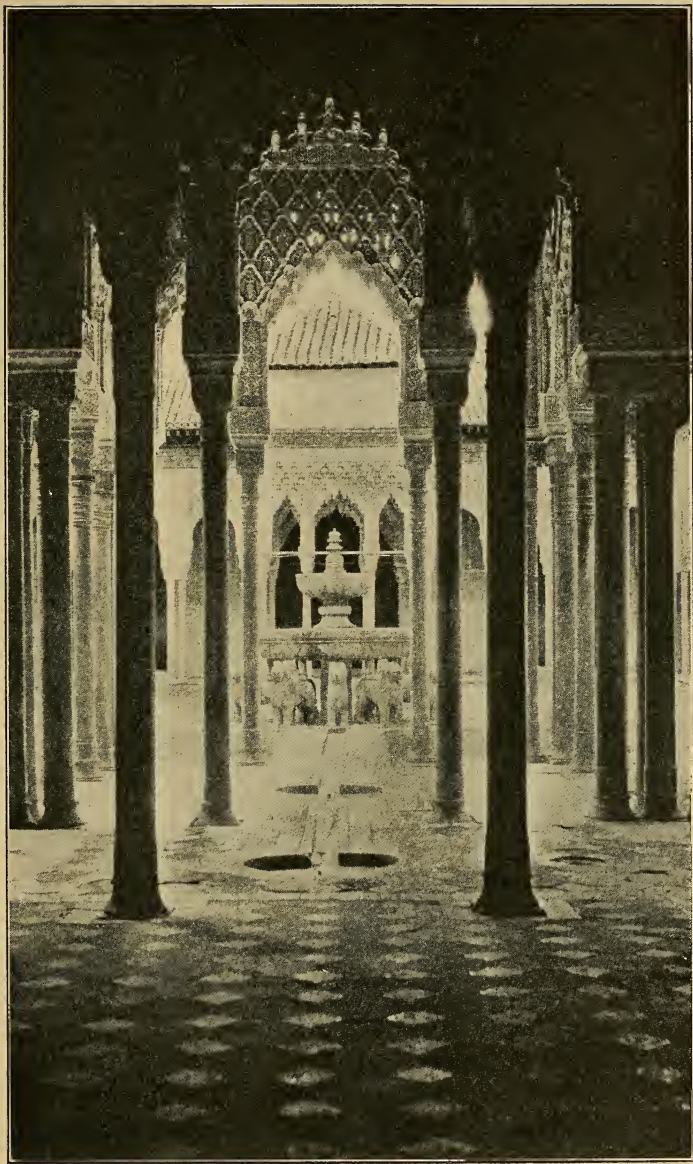


Photo. by Howell.

FIG. 81. — Court of Lions in the Alhambra.

he looked for the last time at the fertile valley and the palace he loved so well.

Let us enter the Strait of Gibraltar. You remember that the passage which separates the two continents is very narrow. It is no longer regarded as leading from the Mediterranean to a mysterious unknown sea. Every day ships pass out through this doorway bound for North America, South America, Africa, or some other part of the world.

On the north side of the strait the great rock of Gibraltar lifts its head to a height of 1408 feet above the sea. It is the seaward end of a peninsula, the rest of which is quite low. Because of this, the rock, as viewed from the sea, looks like an island. The rock contains a number of caverns, the entrance to one of which is 1000 feet above the water. Passages lead downward from chamber to chamber, but on account of foul air it has not been found possible to reach the lowest of these.

The rock of Gibraltar is of especial interest to us because it is the strongest fortress in the world. The peninsula belongs to Spain, but if you will look closely at the map you will see that Gibraltar belongs to the English. For centuries its possession has been fought for, but in 1704 the English captured it, and they have held it ever since. The town, which rises on the east side of the bay, consists of but three



FIG. 82. — Rock of Gibraltar.

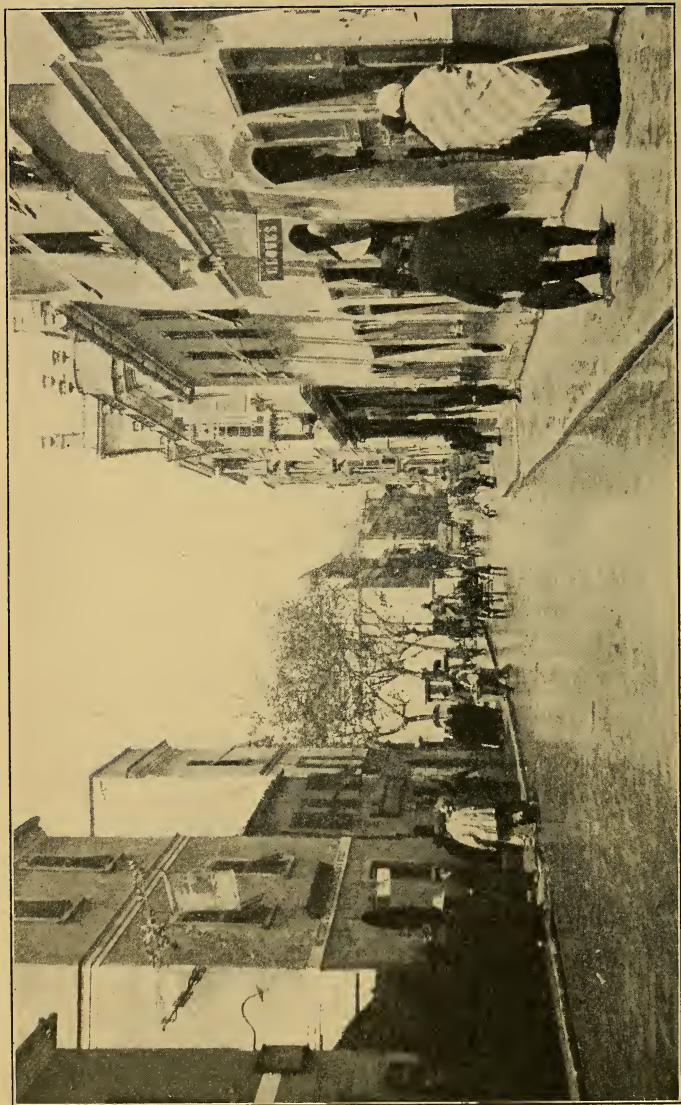


Photo. by Howell.

FIG. 83.—A street in Gibraltar.

parallel streets. There are no wells, and so rain-water must be stored. The water which falls upon the roofs of the houses is led into tanks and reservoirs. Very little can be grown upon the peninsula, and the people depend almost entirely upon the outside world for food. You see that it is not a very desirable place for a home.

To the westward of the mouth of the Guadalquiver is Palos, a fishing village. There was great excitement here one August day more than 400 years ago. Many people stood upon the shore and watched three small ships sail out of the bay and slowly disappear beyond the western horizon. There were some who believed that they would never return, and there were few who thought that the expedition would be a success. But standing upon the deck of one of the ships was a man who had faith; a faith that could not be shaken by ridicule, scorn, or threat. The faith of this brave admiral led him steadily on to the shores of America.

CHAPTER XVI

PORTUGAL

ALTHOUGH Portugal and Spain are parts of the same peninsula, they are quite different in some ways. As you have learned, much of Spain is quite dry, but Portugal is well watered. It faces the Atlantic, and the moist winds which blow from the ocean deposit much moisture as they pass over the country. Because of the abundant rainfall, there are forests and streams, while on the eastern side of the mountains we find the almost treeless plateau of Spain, where the streams are few and small.

The Cantabrian Mountains, which extend along the northwestern coast of Spain, send some of their spurs and ranges into northern Portugal. This section is drained by the Douro River, which has its sources in Spain. This is the most navigable of the rivers of Portugal, as they are for the most part too swift for navigation.

In this northern part of the country agriculture is highly developed. The farms are generally small, but they are carefully tilled, and are usually owned

by those who work them. The finest vineyard section is north of the Douro. Oxen are much used



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FIG. 84. — The harbor of Oporto.

on the farms, and to some extent in the towns and cities. They draw the plows, which are often nothing but crooked sticks of wood with iron tips. Carts, having two wheels made of solid wood, are used to carry produce. On the yoke between the oxen there is often a board which the peasant has carved with great care.

Oporto, which means “the port,” is situated close to the mouth of the Douro River. The river winds

through the city, which is built upon the steep hills that rise from the water. The buildings are very picturesque with their roofs of red tile and their blue, buff, or white paint. In the lower part of the city the streets are wider and straighter than they are in the hilly districts. There are now electric cars which carry passengers up and down the slopes.

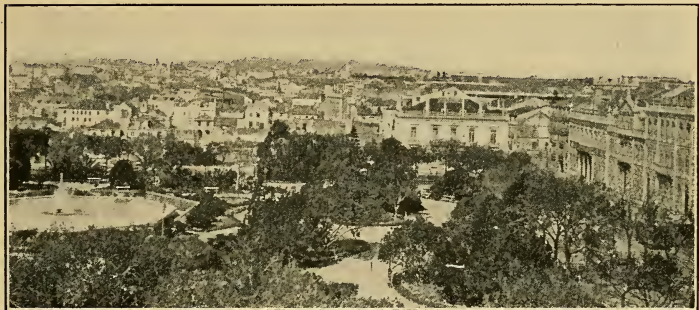
There is considerable manufacturing in Oporto. Cotton, silk, linen, and woolen goods are made. There are also foundries, sugar refineries, and glove factories. The people are skilled workers in gold and silver also. The river is about 600 feet wide where it flows through the city, and a railroad bridge spans it.

South of the Douro is the Mondego River. This is the only stream of any considerable size that belongs wholly to Portugal. The scenery along this river is very beautiful. On the river is the city of Coimbra, where the rainfall averages about sixteen feet per year.

The central part of Portugal is drained by the Tagus River. Its sources are on the Spanish plateau east of Madrid. The Tagus is of very little value for navigation. At its mouth is Lisbon, the capital, which extends for several miles along the banks. It has a fine harbor and carries on considerable commerce. The climate is very mild, and snow seldom falls, although it can be seen upon the mountain tops.

The land and sea breezes, which blow regularly, help to make the climate delightful.

Like Oporto, Lisbon is built upon the hills which rise from the river. From a great public square on



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FIG. 85. — Gardens in front of the palace at Lisbon.

the Tagus, two parallel streets, the “street of gold” and the “street of silver,” run to the center of the city. In the parks and gardens are roses, camellias, and many other flowers, as well as fruit trees. A Portuguese proverb says, “Who has not seen Lisbon has not seen a thing of beauty.”

In the central and southern part of Portugal much fruit is produced. For a long time oranges have been exported from this country. There are also figs, cherries, peaches, pears, and almonds. Grapevines are often trained to poplar and elm trees.

Portugal is not visited by so many travelers as are most European countries. This is partly because of

lack of railroads. The customs in Portugal have changed very slowly, and this is in part due to the



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FIG. 86. — A vender in Portugal.

fact that the people do not frequently come in contact with the people of other countries. Old customs and costumes make travel in Portugal very interesting.

Women do much work out of doors. They help load and unload the ships in the harbors, bearing their burdens upon their heads. They generally carry their loads in large, boat-shaped baskets. In both city and country women and girls may be seen carrying jars of water upon their heads or washing clothes in some stream. They usually wear bright colored handkerchiefs over their shoulders. The men very often wear a stocking-like cap with a tassel, and sometimes a bright colored sash about the waist.

Many colored people are seen in Portugal because for a long time slavery existed here. The Portuguese

owned slaves long before they were introduced into America.

Portugal was once a very important nation. Her navigators sailed to all parts of the world, and she had many colonies. The great country of Brazil, about as large as the United States, once belonged to her. The loss of this rich possession was a serious blow to Portugal. She now owns extensive possessions in Africa, and in addition the Azores, Madeira, and the Cape Verde Islands, and Macao in Asia.

For many years there has been much discontent in Portugal. The people have been heavily taxed, and the nation owes a large debt. In 1910 an uprising occurred. An attack was made upon the Royal Palace in Lisbon and the young king was obliged to flee. The people quickly proclaimed a republic. Let us hope that the Portuguese will be happy and prosperous and their new form of government a success.

CHAPTER XVII

SUNNY ITALY

CONSTRUCTING roads in very mountainous countries is difficult and expensive. Because of this, roads follow valleys as far as possible. You remember how roads follow the valleys in the Appalachians and in our western mountains, while on the prairies and the western plains less attention is paid to them.

For many centuries the valley of the Rhone has been an important route of travel. It connected Italy and countries farther east with western Europe. A railroad now follows the windings of the Rhone as it rushes through its mountain-walled valley. Our train climbs steadily up from the shores of Lake Geneva, and finally it darts into the blackness of the Simplon Tunnel. For more than twelve miles we follow this burrow under the lofty Alps. When we once more reach the outer world we are in Italy. Years of labor were required to construct this great tunnel.

Formerly only bridle paths and carriage roads crossed the Alps. One of these roads is a little to the

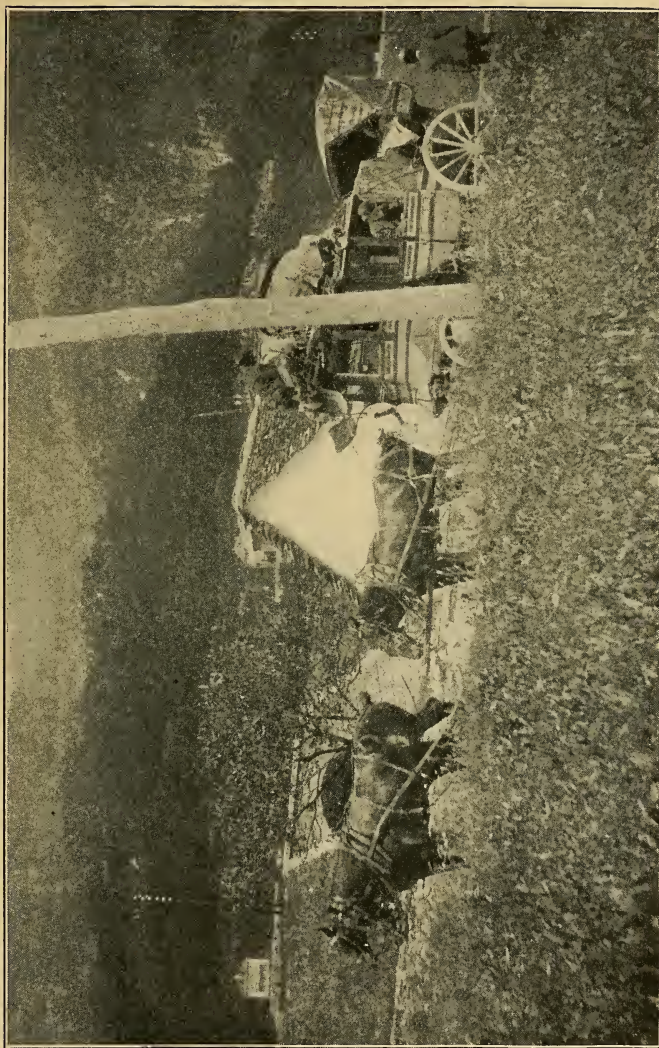


Photo. by Howell.

FIG. 87. — Starting over the Simplon Pass.

south of the Simplon Tunnel. In two places near the western end of the tunnel it is directly over our heads. It is a very beautiful drive, but of course the trip takes much longer than it does by train.

As we look from the train on coming out of the tunnel, we find that we are again in a river valley. It leads us down the steep southern slope of the Alps to beautiful Lago Maggiore, a long narrow body of water, the basin of which was formed by glacial action. *Lago* is the Italian for lake; and *maggiore* means chief or principal. As Garda Lake is larger than Maggiore, the name is not appropriate.

And now we are in the valley of the Po and "Sunny Italy." It is a plain, on the north of which rise the snow-crowned Alps. On the west the valley is separated from France by the Alps, while the Apennines extend southward through the peninsula. The valley of the Po is thus sheltered from cold winds while the waters of the Mediterranean temper its climate.

The moisture-bearing winds from the Mediterranean are chilled on coming in contact with the Alps, and much rain falls on their south slope. In spite of this, we see irrigating ditches on every hand, for great quantities of rice are grown, and this crop requires a great deal of water. You remember how the rice fields are flooded in our Southern states.

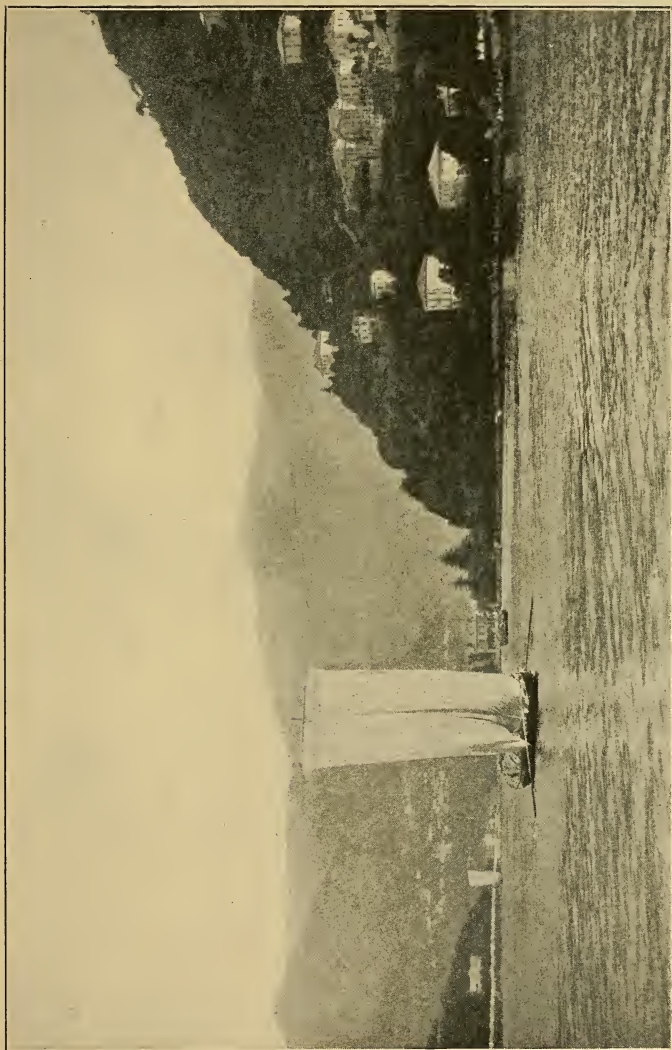


Photo. by Howell.

FIG. 88. — Lake of Como, Italy.

The rivers which flow from the Alps furnish much power as well as water for irrigating. This is of great value to the people, for Italy has little coal. Electric energy is developed along some of the streams, and in the Po valley more manufacturing is done than in any other part of Italy.

As the land which the Po drains is so very level, the river cannot carry to the sea all of the sediment which its tributaries bring to it. At its mouth it has for ages been building a delta into the Adriatic Sea. So much material has been deposited upon its bed that, in the lower course of the stream, it is higher than the land on either side. In order to check floods, levees have been constructed from Cremona to the mouth of the Po. Some of these were built before America was discovered.

The plain drained by the Po is a very fertile agricultural region. Wheat and corn are produced extensively, and as you have already learned, rice is grown on the lowlands. The mild climate favors fruit raising, while the mulberry tree flourishes. Upon its leaves great numbers of silkworms are fed. We see less farming machinery used than in the United States. Often the pay of the farm laborers does not amount to more than twenty-five cents per day.

Because of its mild climate and fertile soil the Po valley is densely populated. The map shows you

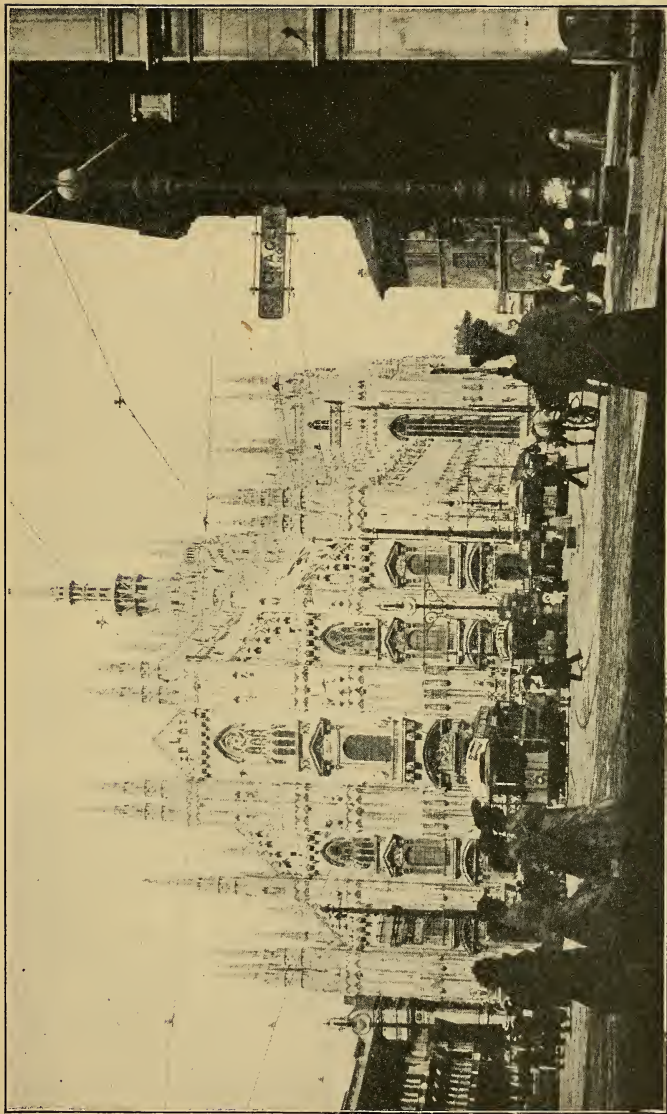


Photo. by Howell.

FIG. 89. — Cathedral of Milan.

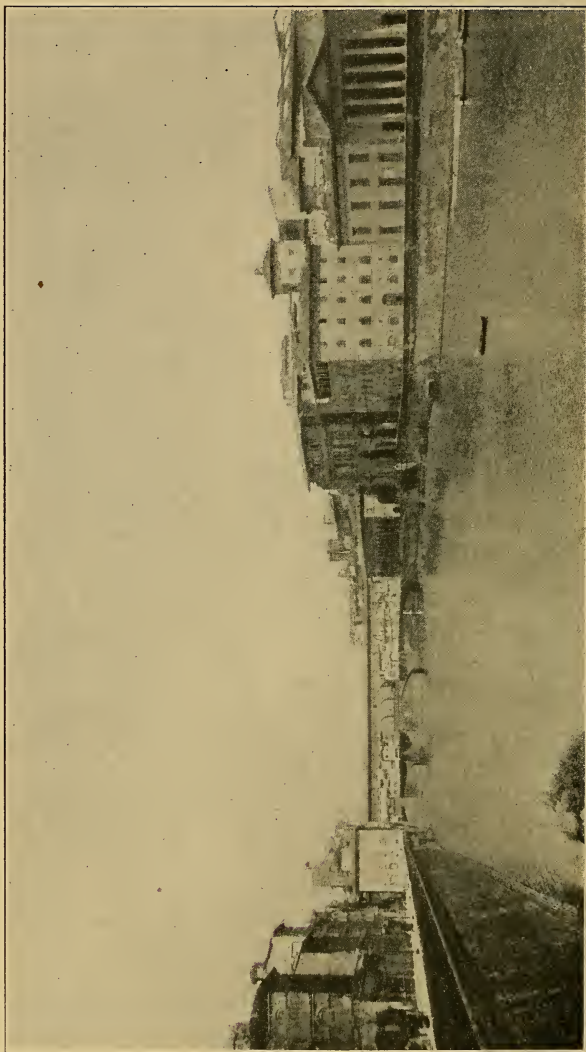


Photo. by Howell.

FIG. 90. — One of the bridges in Florence.

that the cities are numerous. Near the western end of the basin stands Turin on the bank of the River Po. Passes through the mountains connect it with France on the west and the city of Genoa on the south. This gives Turin a great commercial advantage. It was a large and an important city hundreds of years ago. Turin is to-day one of the beautiful cities of Europe.

Milan has a situation similar to that of Turin. Roads lead northward to the passes over the Alps, southward to the port of Genoa, and westward to France. One of the great cathedrals of the world is located here. The city is in the midst of a fine farming country, and it manufactures much silk.

On the narrow coastal plain, near the western end of the Apennines, stands the city of Genoa. The

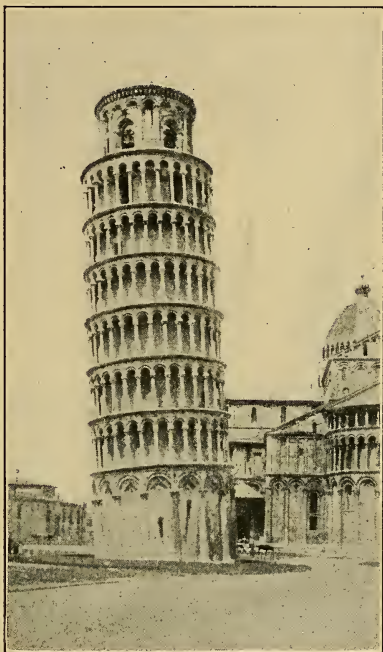


Photo. by Howell.

FIG. 91.—The tower of Pisa.

*Photo. by Howell.*

FIG. 92. — A tower in Sienna, Italy.

plain is not very fertile, but Genoa is an important port because it is connected with the valley of the Po by several roads. Many ships are built in the harbor, and silk, lace, jewelry, metal work, and macaroni are manufactured. Here, about 450 years ago, the discoverer of America was born, and his statue stands in the city.

A railroad, built upon the

coastal plain, takes us to Florence, the "City of Flowers." It is situated upon the Arno River, surrounded by hills covered with olive groves. Upon one of these hills lived the astronomer Galileo, who invented the telescope in 1630. This wonderful instrument made it possible for people to study the heavens as they had never been able to study them before. Florence was the home of many great sculptors and artists, and its galleries, museums, and beautiful buildings are of great interest to tourists.

Pisa, near the mouth of the Arno, is one of the beautiful old Italian cities. Near its great cathedral stands a marble belfry known as the Leaning Tower. This tower was built several hundred years ago by a German architect.

Italy is noted for her marble, and this was used centuries ago in the construction of costly palaces and in the carving of beautiful statuary. There are great marble quarries near Carrara. Marble is exported from Leghorn, and some of it is sent to our country. Name one of our states from which much marble is obtained.

Hundreds of years ago most of the civilization of the world was found along the shores of the Mediterranean Sea. In those days Italy was the center of the Roman Empire, which extended from the British Isles to Asia Minor. This great empire was ruled

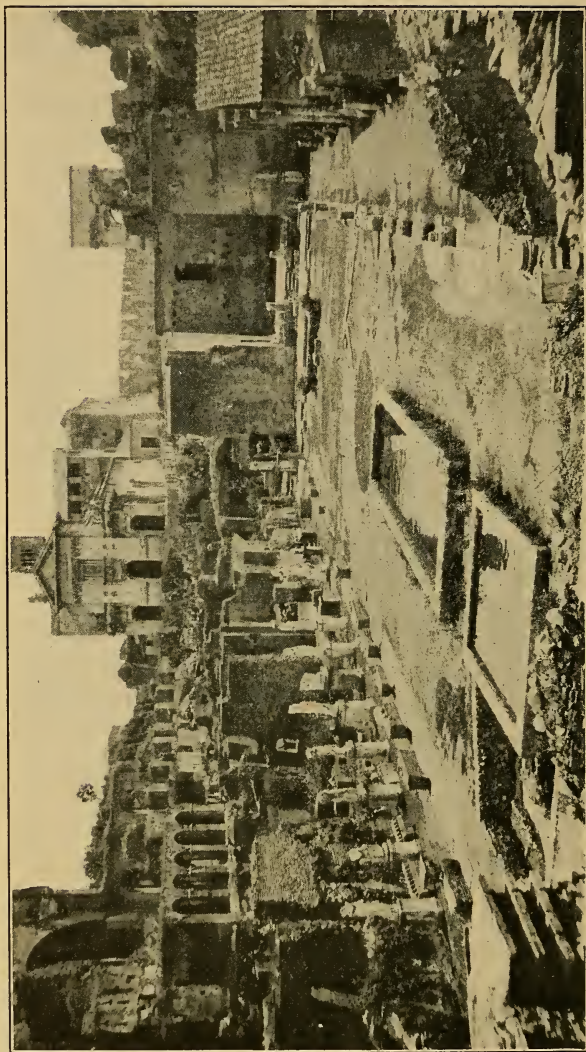


Photo. by Howell.

FIG. 93. — Roman Forum and Temple of Vestal Virgins.

from Rome on the Tiber River which was then a magnificent city. In order that the various parts of their empire might be reached as easily as possible, the Romans constructed splendid roads over which their armies marched. Some of these roads are yet in use.

The Roman Empire passed away centuries ago, and the city of Rome has lost much of her glory, yet it is to-day one of the most interesting places in the world. The center of the city was a great square known as the *Forum*. Monuments, arches, and temples of great beauty were located here. The ruins of some of these may be seen to-day.

Near at hand are portions of the walls of the *Colosseum*, an immense marble structure. It was a circular building in which many thousands of people could be seated. In the center was a space known as the *arena*. Here men fought with wild beasts, and sometimes with one another, while the spectators applauded.

The Church of St. Peter, although commenced before Columbus discovered America, is still in use. The wonderful dome of this cathedral was designed by Michael Angelo. A palace known as the Vatican stands beside the church. This is the home of the Pope. There are a number of buildings and gardens in connection with it.

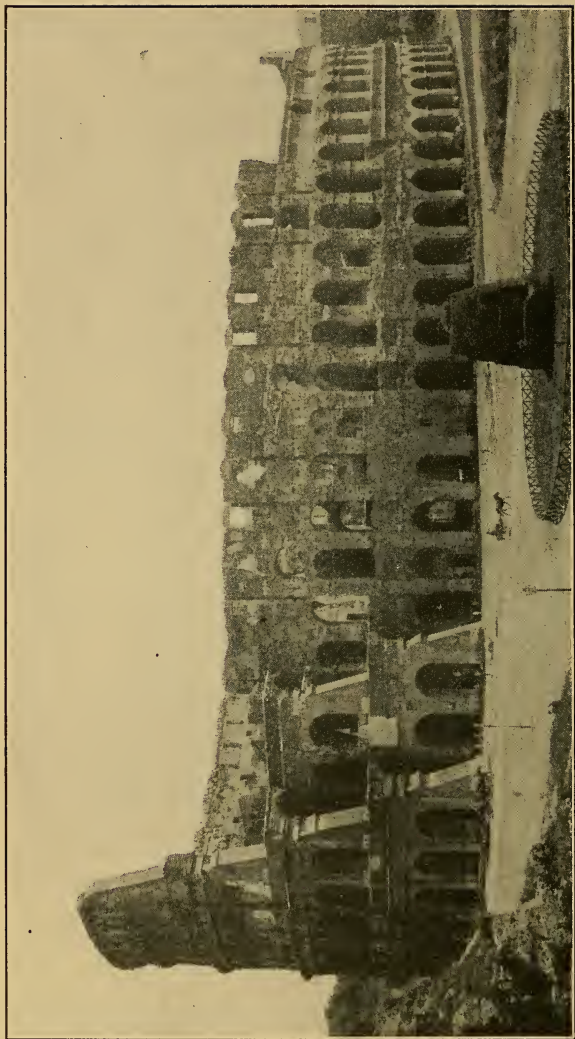


Photo. by Howell.

FIG. 94. — The Colosseum.

East of Rome the Apennines reach their greatest height. On the upper part of their western slope the rainfall is heavy. As most of the timber was long

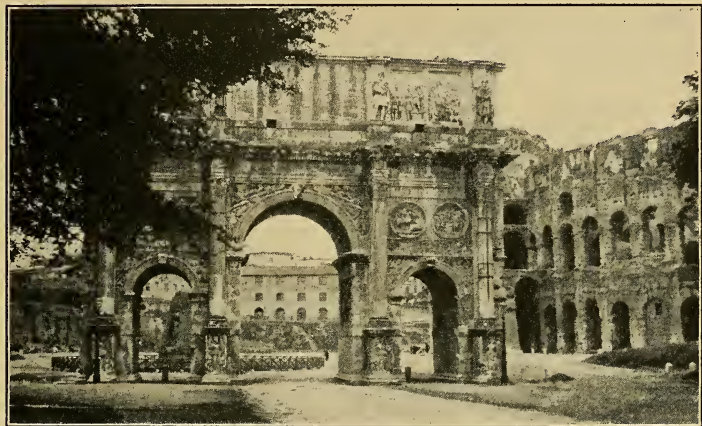


Photo. by Howell.

FIG. 95. — Arch of Constantine, Rome.

ago cut from the mountains, the water rapidly runs from the slopes after rains. On this account the Tiber is sometimes flooded. Because it carries great quantities of yellow mud it has been called "Yellow Tiber." Much of the mud and sand is deposited in the lower course of the river, thus hindering navigation.

As we travel southward the climate grows warmer, and fruits and flowers more abundant. We approach the ancient city of Naples, which was founded by the Greeks, and called *Neapolis*, meaning the "New City."

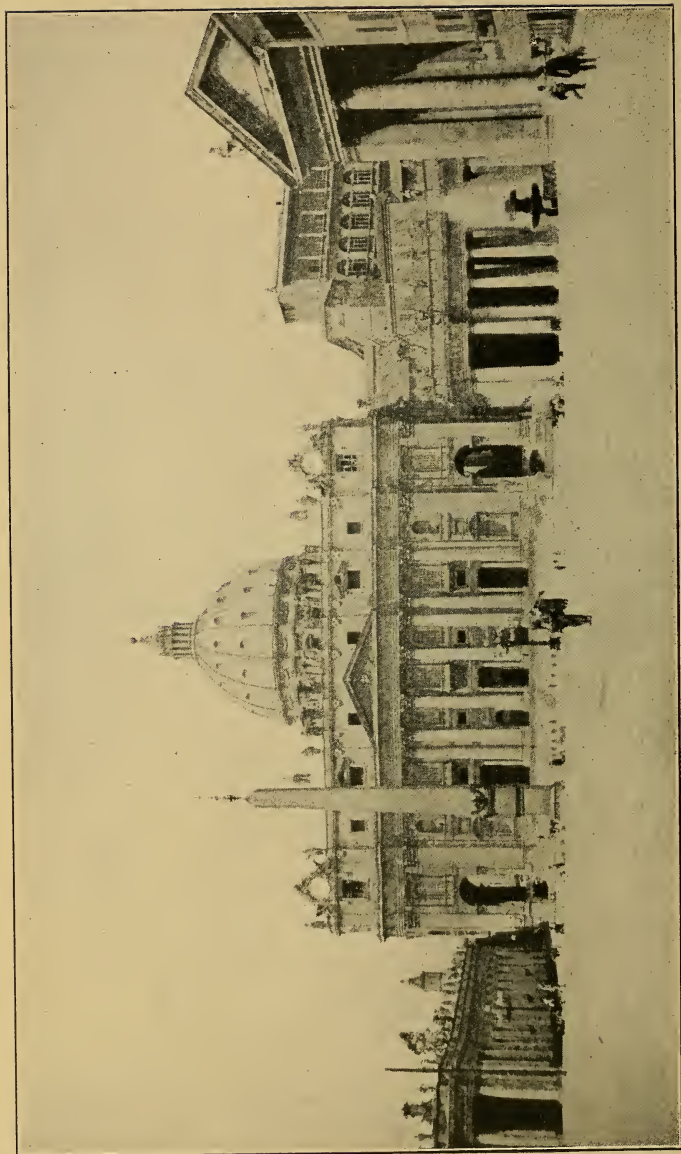


Photo. by Howell.

FIG. 96. — St. Peter's, Rome.

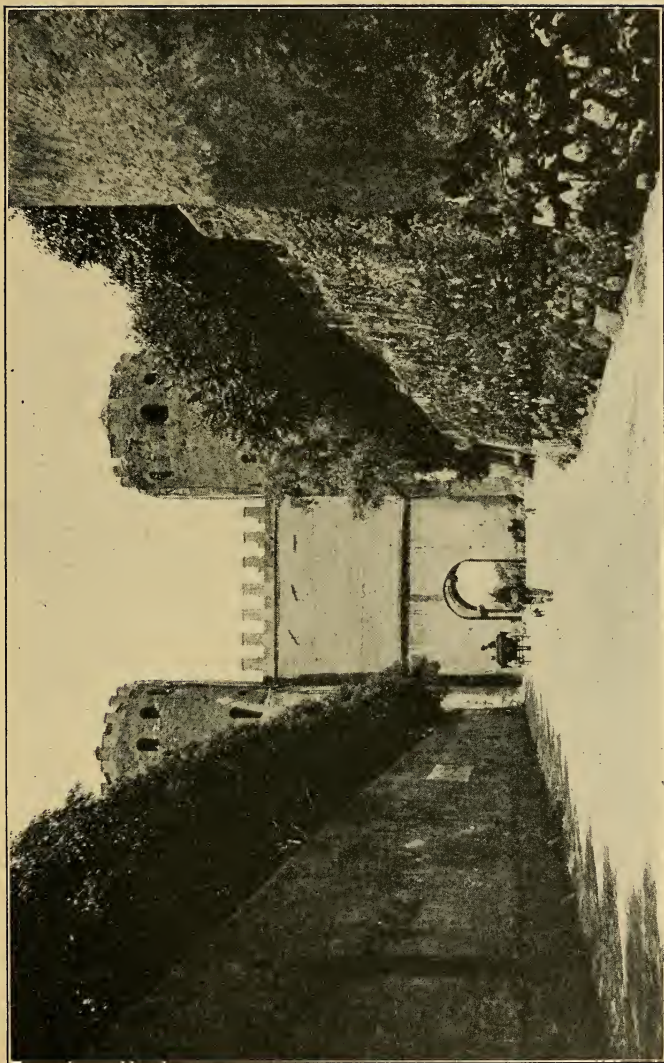


Photo. by Howell.

FIG. 97. — One of the gates of Rome.

Naples is situated upon a beautiful bay, the entrance to which is guarded by two volcanic islands — Capri



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FIG. 98. — Bird's-eye view of Naples and Vesuvius.

on the north and Ischia on the south. Snow seldom falls in Naples, although it is as far north as Chicago, and its average temperature is about the same as that of Los Angeles, California.

Plainly visible from the city and from the bay rises the cone-shaped mountain Vesuvius. This is the only



Copyright by Brown Bros.

FIG. 99. — Mt. Etna.

active volcano on the mainland of Europe. At intervals for thousands of years it has hurled rocks high into the air, and poured out lava, which flowed in streams down its slopes. Cities have been buried beneath dust, ash, and mud, and remained hidden for hundreds of years.

As we travel about Naples we see that the streets are narrow but straight. They are paved with blocks of lava cut from the frozen floods of Vesuvius. Naples is the most populous of the Italian cities, and it has

much industry and commerce. Because of the mild climate a good deal of trade is carried on in the open air.

The people of Italy are very fond of macaroni. This is made from durum wheat, and as Italy does not grow enough wheat to supply her needs, much is imported from the United States. Some of this is sent back to us from Naples in the form of macaroni.

Silk goods, glassware, china, musical instruments, artificial flowers, and cut coral are manufactured extensively in Naples. Coral reefs and banks are formed of the skeletons of the tiny coral polyps which live only where the ocean is quite warm. Some kinds of coral are of no value, and others are very expensive.

In Naples there is a very interesting system of milk delivery. You may see goats driven through the streets by milkmen. Occasionally they halt their animals before some house while one of the number is milked. The milk is delivered to the customer, and the herd is driven on. Sometimes cows are driven through the streets for the same purpose.

The islands of Sicily and Sardinia belong to Italy. The Strait of Messina, which in its narrowest part is but two miles wide, separates the peninsula from Sicily. A ferry for trains connects Reggio on the mainland with the city of Messina on the island. Sicily is a very ancient land, and it has been in the

possession of the people of many nations. Being surrounded by water it has a very mild climate. On the lowlands oranges, lemons, olives, bananas, and cotton are grown. Large quantities of the first three are exported to the United States.

When far out at sea, people approaching Sicily can see the great volcano of Etna. It is more than twice as lofty as Vesuvius, yet its summit is not snow-covered during the summer. Like Vesuvius, Etna has been in eruption many times.

The slopes of this volcano are



Photo. by Howell.

FIG. 100. — Woman carrying water in Sicily.

quite gentle, and near its base are many towns and villages. Golden oranges gleam among the dark



Photo. by Howell

FIG. 101. — Drying macaroni near Palermo,
Sicily.

green foliage, while the lighter green of the lemon tree fails to conceal the yellowing fruit. The soft gray-green of the olive groves forms a pleasing contrast to the darker and more glossy foliage of the orange and lemon trees. Perhaps it would surprise you to see the shiny black olives, for most of those we see on the table are green.

All over the lower slopes of Etna, beautiful homes peep out from behind fruit trees, palms, roses, and a wealth of other flowers. There are few streams, because the cinders and ash absorb the water readily. The roots of the trees and other plants find their way to the moisture, however, and the warm climate causes a luxuriant growth.

Palermo is the chief city of Sicily. It is situated on a beautiful bay. Back of the city is a fertile plain and beyond this rise mountains. Along the water front is a magnificent promenade a mile or more in length. Here we may walk and enjoy the wonderful views of sea and shore. Below us there is a splendid drive.

We often see in Sicily two-wheeled carts called *carretos*. They are drawn by donkeys, and are commonly painted yellow. The animals are decorated with plumes, and the carts frequently have very elaborate pictures upon them. These may represent

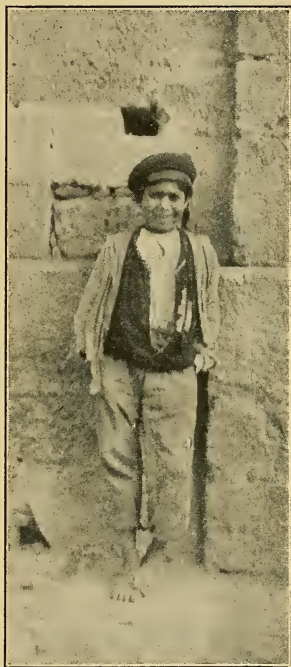


FIG. 102. — Boy in Sardinia.

some event in history. The carts are used for carrying wine, hay, vegetables, charcoal, and sulphur.

Much sulphur is obtained from Sicily. This is used in vulcanizing rubber, in drying fruit, as a medicine,

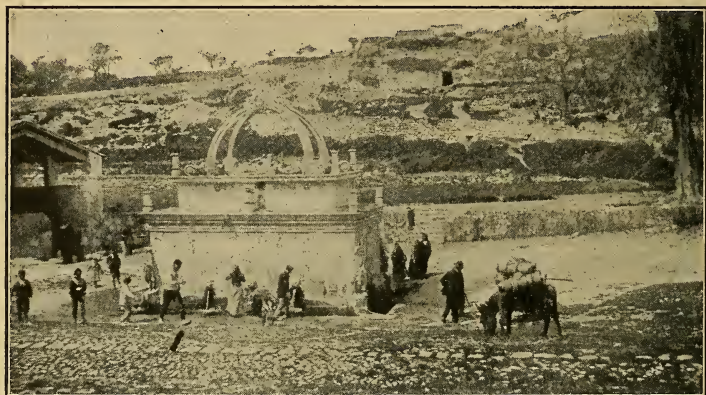


Photo. by Howell.

FIG. 103. — Public fountain, Sassari, Sardinia.

and in other ways. Sicily exports much sulphur to the United States.

The Kingdom of Italy, including the islands of Sicily and Sardinia, is much smaller than the state of California, but its population is more than ten times as great. Owing in part to the density of the population, wages are low, and most of the people are poor. Italy has an expensive army and navy, and the support of these adds to the taxation.

The farms are often worked on shares, and occasionally we see oxen yoked to a plow. Homes are

generally built around a court. In this there is a garden, and sometimes a fountain. This is a delightful place for the members of the family to gather. Stoves are not common in the homes of the poorer people. When it is cold, hands and feet are warmed by means of an earthenware vessel in which there are coals. This is called a *scaldino*.

Sardinia and Sicily are nearly equal in area, but Sicily has a population about four times as great as that of Sardinia. This is in part due to the climate of Sardinia, which is very unhealthful. The Romans used to punish people by banishing them to this island.

Unlike Italy, Sardinia has rich deposits of minerals. Iron, lead, zinc, granite, and marble are abundant. Upon the mountain slopes are chestnut groves, while on the lower land oranges, figs, olives, and almonds are grown. The farmers in Sardinia generally live in settlements or villages. It is uncommon to find a farmhouse far removed from other dwellings as they sometimes are in our country. Great numbers of locusts sometimes cross the Mediterranean from northern Africa, and do great damage to crops.

The two chief cities of Sardinia are Sassari (sas'-sa-ree) and Cagliari (kal'yā-re). Sassari is a well-built city, having broad streets and some fine public buildings. Cagliari, the capital, is situated upon one

of the best harbors on the Mediterranean coast. It exports grain, flax, silk, cheese, and wine.

About 200,000 Italians leave their country each year to make their homes in the United States.

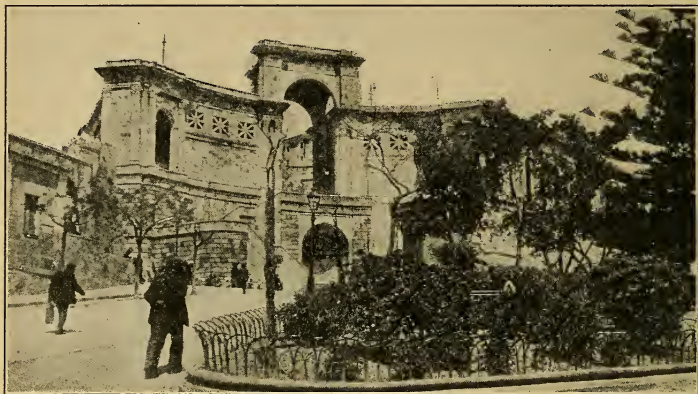


FIG. 104. — Cagliari, Sardinia.

Photo. by Howell.

There are thousands of them in each of our great cities. The people of our country are different from those of other lands, for they are made up of those who have come from many parts of the world. The Italians, as well as the people from other countries, have helped us to develop our land of which we are so proud.

CHAPTER XVIII

VENICE

CITIES are much alike. They have great blocks of business houses rising like cliffs on either side of a narrow cañon. They have their shops and factories from which clouds of smoke rise. From the streets come the steady roar of cars, and the clanging of their bells. Heavy carts and drays rumble over the pavement. Light wagons and cabs rattle noisily along, and automobiles fly in all directions.

What a surprise it would be to go into a city and fail to see these vehicles, and fail to hear their noises. There is but one city in the world where this is possible. That is Venice. Travel upon her streets is almost noiseless, for they are paved with water. You know how quietly a boat glides over the surface of a stream or the lake in the park. In Venice boats take the place of cars, wagons, and cabs, and therefore it is a very quiet city.

A little to the northeast of the mouth of the Po, the blue waters of the Adriatic wash a group of small islands. They are about two and one half miles from

the mainland, and number about one hundred. Here many centuries ago was built the city of Venice.

Why did people build a city upon islands? In the fifth century the inhabitants of this part of Italy were being plundered and killed by their enemies. Some of them, in order to escape, fled to these islands and established their homes there. In time Venice came to be very important. In fact, it was a republic, protected by a powerful navy. Her merchants sent their ships to distant lands to trade.

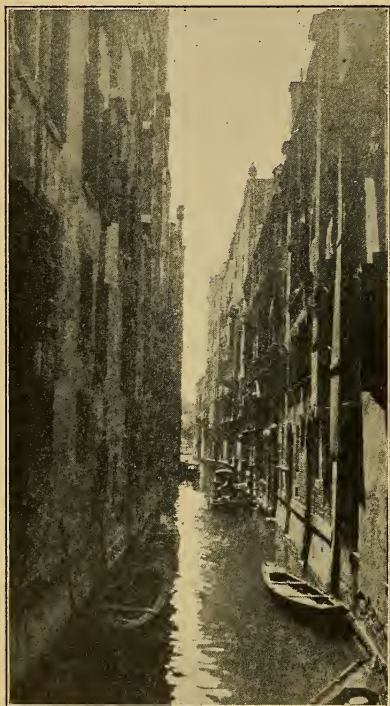


Photo. by Howell.

FIG. 105. — A Narrow Canal in Venice.

Beside the channels or canals which separate the islands the Venetians built modest homes, and hundreds of palaces of marble. Beautiful churches rose above the water, and stone bridges, some of them almost as beautiful as the buildings,

spanned the canals. A great wall of granite was built on the seaward side of the city to keep the ocean from damaging it.

Venice is visited each year by a large number of people, for of course it is a very interesting city. Venice is about as far north as Montreal, and you know that Montreal has very cold winters. In Venice the climate is so mild that very little snow falls, and flowers blossom in the winter. Give the reason for this difference in climate.

A railroad, built upon trestles, takes us from the mainland to this island city. On arriving at the station we take a boat known as a *gondola*, instead of a cab. The main street of the city is the *Grand Canal*, or, as the Italians call it, the "Canalazzo."

In order to get a gondola we go to a place where they are tied to posts on the bank of the canal. This is called a *traghetto*. Many families own their gondolas, just as families in our country own horses and carriages. Because of this, we see gondolas tied to the poles which rise in front of many of the homes.

The boatmen are called *gondoliers*. Instead of sitting in the boat and rowing as we do, the gondolier stands upon a little platform near the stern and pushes the boat by means of one long oar. You observe that our gondola, like all of the others that we see, is long, narrow, and black in color. The ends

are pointed, and rise four or five feet above the water. The front end resembles somewhat the neck of a violin. Some of the gondolas have small cabins in the center, made by curtaining off a space.

It is said that several centuries ago the wealthy Venetians used to try to outdo one another in the beauty of their gondolas. They were of various



FIG. 106. — The Grand Canal.

Photo. by Howell.

colors, and were carved and decorated in many ways. So extravagant did the people become that they were finally forbidden by law to have gondolas of any other color than black.

As we glide along the Grand Canal we notice that the houses rise directly from the water, and are built upon wooden posts or foundations of stone. The reflection of the building is often seen in the

canal. How strange it would seem to us not to have a lawn or even a sidewalk in front of the house. The steps lead directly from the door to the water. As you have already learned, bridges span the canals, and narrow passageways called *calli* lead through many of the houses. Of course not every house in the city is built directly upon the water, and there are

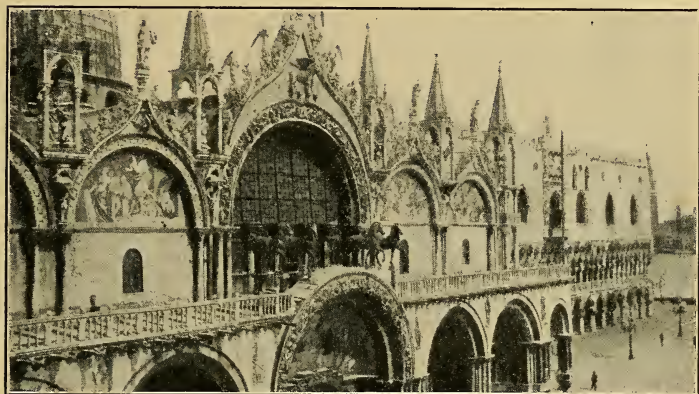


FIG. 107.— The horses on St. Mark's.

Photo. by Howell.

a very few streets. In one of the palaces the great musician Wagner lived, while Byron and Browning lived in others.

St. Mark's square and cathedral are in the center of the city. The cathedral has a large number of spires and domes. Over one of the doors are four bronze horses which have had quite a history. Many centuries ago they were in the city of Rome.

In the fourth century they were taken to Constantinople. Nine hundred years later the Venetians plundered the city and took them home with them. In 1797 the great Napoleon captured them and took them to Paris, and in 1815 they were restored to St. Mark's. The square in front of the cathedral is the home of thousands of pigeons. They are very tame, for people are in the habit of feeding them here.



FIG. 108. — The Rialto.

Photo. by Howell.

Our ride takes us under the most beautiful of the Venetian bridges — the *Rialto*. It is more than two hundred years old. Its single span is 91 feet in length and it is as wide as an ordinary street. On either side of the Rialto there are shops of various kinds, between which is a walk for passengers.

Before leaving Venice let us travel her great liquid



Photo. by Howell.

FIG. 109. — The Bridge of Sighs.

boulevard by night. The canals, the bridges, the palaces, and St. Mark's are bathed in the soft light of the full moon. As we gaze back along the canal, the lights from the houses and from the many gondolas, as well as the moon and the stars, all gleam both above and upon the water. It seems as though the whole city is the creation of fairies. To add to our pleasure the gondolier sings this old Italian song as our boat glides noiselessly along the canal: —

SANTA LUCIA

1. Now 'neath the silver moon ocean is glowing,
O'er the calm billows soft winds are blowing.
Here balmy zephyrs blow, pure joys invite us,
And as we gently row all things delight us.
Hark, how the sailor's cry joyously echoes nigh.
Santa Lucia! Santa Lucia!

Chorus

Home of fair poesy, realm of pure harmony,
Santa Lucia! Santa Lucia!

2. When o'er thy waters light winds are playing,
Thy spell can sooth us, all care allaying.
To thee, sweet Napoli, what charms are given,
Where smiles creation, toil blest by heaven.
Hark, how the sailor's cry, joyously echoes nigh.
Santa Lucia! Santa Lucia!

CHAPTER XIX

SWITZERLAND: THE WORLD'S PLAYGROUND

SOME countries, like some families, entertain many visitors. Switzerland, although one of the smallest countries in the world, is visited by a very large number of people each summer. They pour over the Alps from Italy on the south, from France on the west, and from Germany on the north. English and Americans, and in fact people from all parts of the world, are met in every hotel.

These people do not go to Switzerland in search of gold or precious stones, for these are not found in that land. They are not seeking to establish homes, nor to carry on trades. They travel hundreds and thousands of miles simply to enjoy the wonderful scenery of this little country. There are lofty mountains from whose dazzling snow fields glaciers descend toward the green valleys at their feet. There are foaming waterfalls, and dashing streams which finally calm themselves in lakes as blue as the skies. It is because of the beauties of nature that Switzerland has become the playground of the world.

In order that so many visitors may be accommo-

dated, there must of course be a large number of hotels. The cities and villages are well supplied with them, and many families take guests into their homes. Entertaining tourists is one of the very important occupations of the Swiss. The visitors spend many millions of dollars in the country every summer.

Excellent roads have been constructed in order that people may visit the points of interest comfortably and safely. Formerly most of the traveling was done on the splendid carriage roads, but now steam and electric lines have been built. Railroads burrow through the Alps by means of great tunnels, one of which is more than twelve miles in length.

Trails or paths lead from the roads to the falls, glaciers, and mountain peaks. Over these, experienced guides conduct people. These guides are strong and brave mountaineers who are familiar with every step along the way.

Switzerland is a very mountainous country. In the central part is a plateau about one hundred miles long, and perhaps fifteen miles in width. Between the mountain ranges are small valleys. On the border between France and Switzerland is Mont Blanc, which means the "White Mountain." To view this peak from the Vale of Chamonix (which is just over the boundary in France) on a clear day is a wonderful sight. About you are the picturesque

homes of the people. On the lower slopes of the mountain are the dark green forest trees, while the upper part of the mountain is clothed in spotless white. The poet Byron said of the mountain : —

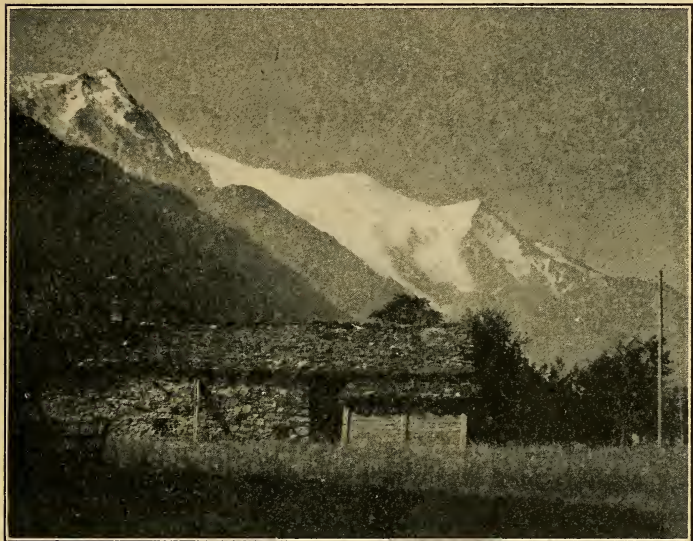


FIG. 110. — Mont Blanc.

“Mont Blanc is the monarch of mountains;
They crowned him long ago,
On a throne of rocks, in a robe of clouds,
With a diadem of snow.”

For a long time no one succeeded in reaching the summit of this wonderful peak. In the year 1786 the famous guide Balmat made the ascent. Since

that time many parties have reached the top. The trip is by no means without danger, as even in mid-summer violent snowstorms occasionally rage upon the summit. Then the whirling snowflakes blind and benumb the travelers, and sometimes the trail is entirely covered. On the dangerous portions of the trail the members of the party are fastened together



FIG. 111. — Mer de Glace.

Photo. by Howell.

by means of a rope. When there is a party climbing the mountain, the people in the valley are deeply interested in them, and their movements are closely watched by means of a telescope.

The *Mer de Glace*, which means the “Sea of Ice,” is a glacier which descends from Mont Blanc. It winds down its valley like a great frozen river. At its lower end is a great tangle of boulders, pebbles,

sand, and mud left by the melting ice, and by the stream which issues from beneath the glacier. The surface of the ice is broken by crevasses, ice pinnacles, and glacial wells. Some of the crevasses extend for hundreds of feet down into the glacier. We catch glimpses of beautiful tints of blue and green as we cautiously peer into them. From far below comes the sound of water gurgling through icy channels. Over our shoes we wear short, coarse socks to keep us from slipping. Our ice axes are in constant use. With these we cut foot rests in the ice, and we also use them to pull ourselves up steep places, and to steady our steps in coming down.

In the foot of the Bossons Glacier, which also descends from Mont Blanc, there is an immense ice tunnel. This has been cut right into the glacier for a distance of several hundred feet. Planks have been placed upon the icy floor to keep the feet of the travelers dry. No charge is made for entering this tunnel, but one is expected to "tip" a boy who is in attendance. A small stream of water runs beside the planks, hurrying to get to the sunshine, and join the larger stream in the valley. How cold the air is! How the icy walls gleam in the light of the small torches!

Switzerland has many glaciers, and good views of several can be obtained from the electric lines. The

Matterhorn, which can be seen towering into the sky to the south of Zermatt, is one of the celebrated peaks from which ice streams descend.

A short distance northeast of Mont Blanc, and on the boundary between Switzerland and Italy, is the Great St. Bernard Pass. For hundreds of years this pass has been used extensively. The pass reaches an



FIG. 112. — The Matterhorn.

Photo. by Howell.

altitude of more than eight thousand feet, and snow fields and glaciers are all about. In attempting to cross the mountains people are sometimes swept away by avalanches.

A very long time ago a house of stone, called a hospice, was built here. The word means that travelers will be fed and sheltered. You see its meaning is the same as that of our word hospitality. Monks

live in the hospice and give travelers food and shelter without charge. Each guest may place upon a plate any sum that it pleases him to leave.

The monks are assisted in rescuing people from the snow by large, powerful, and sagacious dogs. Accompanied by these dogs the monks make trips from the hospice down both the Swiss and the Italian sides of the

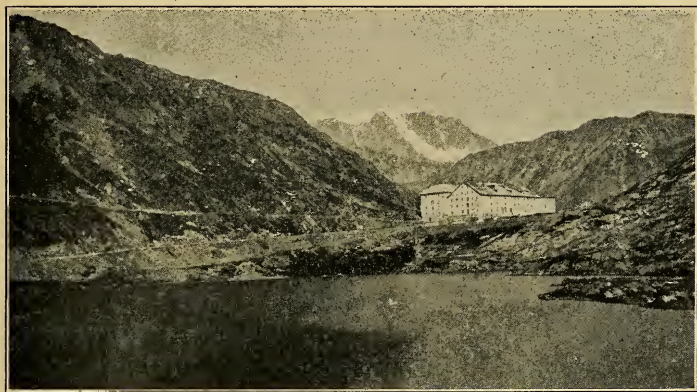


FIG. 113. — St. Bernard Hospice.

Photo. by Howell.

mountains. One of the dogs, whose name was Barri, died about 100 years ago after having saved the lives of more than twenty persons.

The many snow fields and glaciers of Switzerland are not simply objects of interest. They serve a very useful purpose as well. You remember that Great Britain, Germany, and France have much coal which they use in manufacturing. Switzerland does not

have coal, but her fields of snow and her glaciers have been called "white coal." The melted snow and ice supply the streams with water, and as the country is so mountainous, much power is thus obtained. Mills and factories are operated, and cars are run by water and electrical power. You see that in a certain sense the snow and ice take the place of coal. Of course

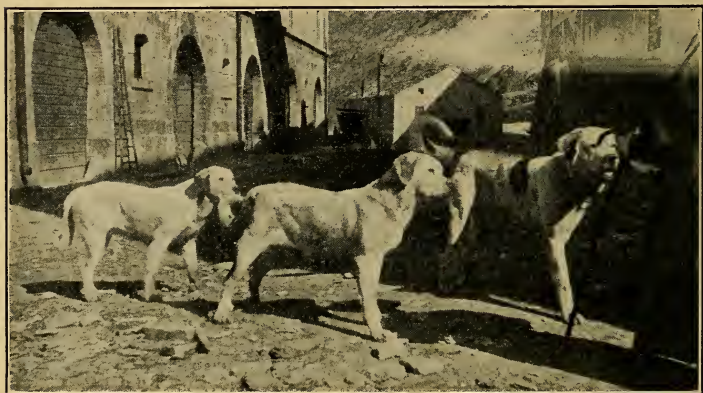


Photo. by Howell.

FIG. 114. — Dogs used by monks of St. Bernard.

much coal is purchased from other countries, for the streams do not furnish enough power.

Lake Geneva is a beautiful, crescent-shaped body of water about fifty miles long. The Rhone River, which has its sources in the snow fields, flows into the eastern end of Lake Geneva on its way to the Mediterranean Sea. It enters the lake quite white in color because of the sediment which it gathers beneath the

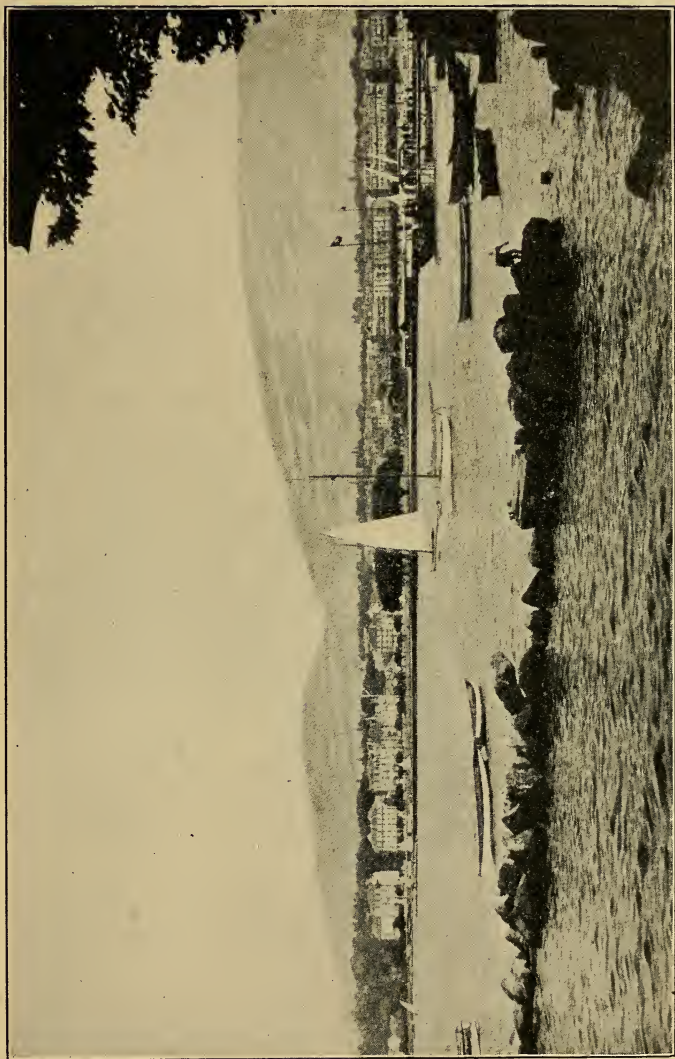


Photo. by Howell.

FIG. 115. — Geneva, Switzerland.

glaciers. As you stand upon the bridge which spans the river at the west end of the lake, you see that the stream is clear and sparkling. This is because the river has dropped its sediment in the quiet waters of the lake.

The city of Geneva is situated on both shores of the western end of the lake. It is a beautiful and a well-kept city. Lofty mountains surround it, and on clear days Mont Blanc can be seen. Geneva is quite a manufacturing center, and uses power obtained from the Rhone. In the shops we see watches, jewelry, music-boxes, and scientific instruments made in the city.

A railroad follows the north shore of the lake, which is dotted with towns. A steamer carries those who wish to travel by water around the lake. Montreux, a town on the northeast shore, has a very beautiful situation. From the windows of our hotel we can look directly down upon the blue waters of the lake, and after we have gone to bed we can hear the murmur of the waves as they lap against the shore.

Southeast of Interlaken, which, as the name indicates, is situated between two lakes, the Jungfrau lifts its snowy head nearly 14,000 feet above the sea. This is one of the most beautiful of the Swiss peaks, and the name means "young wife." Interlaken has from 60,000 to 80,000 visitors each year,

and the Jungfrau is one of the sights which they enjoy.

In the region about Lake Lucerne William Tell is said to have performed some of his mighty deeds.

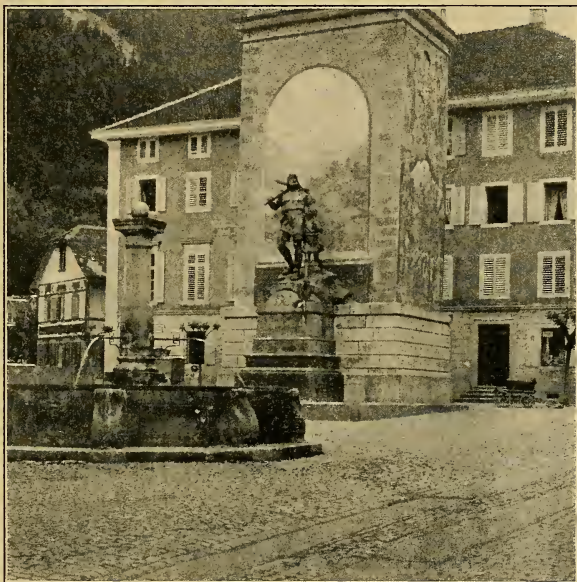


Photo. by French.

FIG. 116. — Tell Monument, Altdorf.

In those days the Austrians were trying to conquer the Swiss people. Gessler, an Austrian official, placed a hat upon a pole in the market-place in Altdorf, and ordered all Swiss people who passed it to take off their hats. William Tell refused to do this, and he

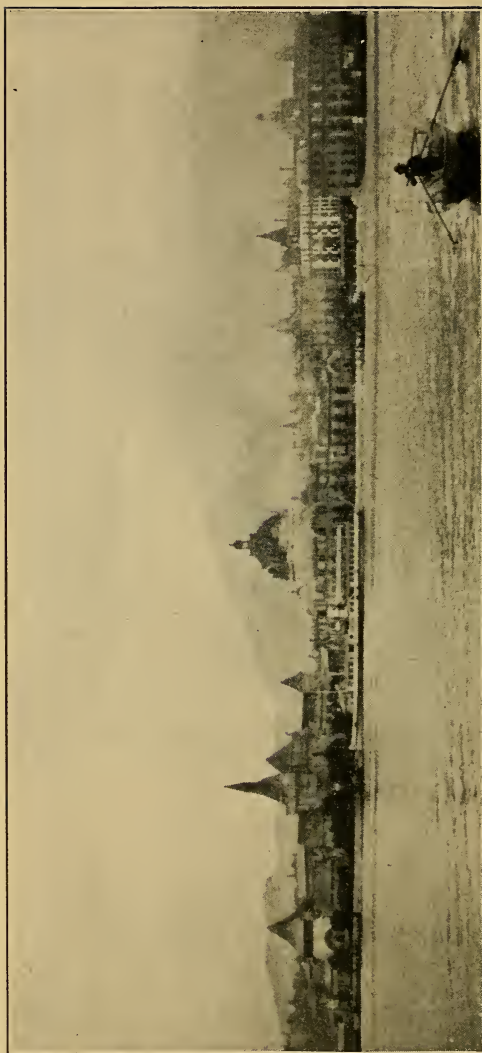


Photo. by Howell.

FIG. 117. — Lucerne.

was therefore arrested. The tyrant Gessler, hearing that Tell had great skill with the crossbow, ordered him to shoot an apple placed upon the head of his little son. If he failed to do this, he was to be put to death.

Tell shot the apple, but Gessler discovered that a second arrow was concealed under the cloak of the brave Swiss. He asked what this was for, and Tell told him that had he shot his son, the second arrow was for Gessler. The Austrians now bound Tell, and placing him in a boat, started across the lake. A storm came up, and Tell was released in order that he might guide the boat to land. When the boat reached the shore, William Tell sprang out and escaped.

This story may not be true, but the Swiss people have erected a monument in Altdorf in remembrance of Tell. Beside him stands his son, and over his shoulder is his cross-bow. This monument is shown in the accompanying picture.

In the city of Lucerne is the famous lion carved by Thorwaldsen. We view it from the edge of a little pond overhung by trees. On the farther side of the pond rises a wall of solid limestone rock, and out of this the lion was carved. The lion is about thirty feet in length, and is lying wounded in a niche in the rock. The lion represents some brave Swiss soldiers who gave up their lives defending Louis XIV of

France. Copies of the Lion of Lucerne are carved in wood and sold in large numbers to visitors.

The largest city in Switzerland is Zurich, situated on the shore of the lake of the same name. Hills surround the lake, and a part of the city is upon these. In the older parts of Zurich the streets are narrow and crooked. Occasionally we see a dog

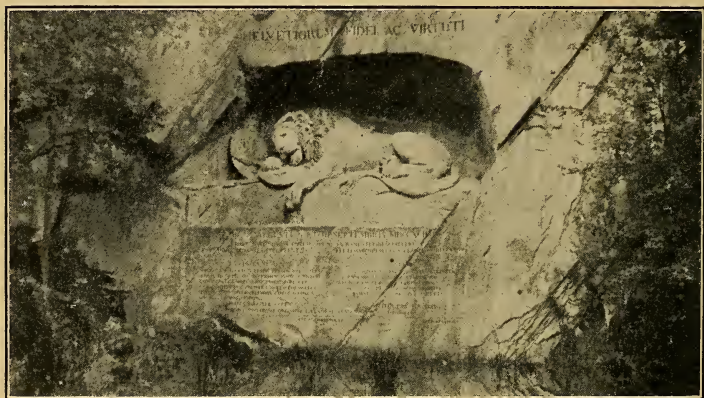


FIG. 118. — Lion of Lucerne.

Photo. by Howell.

drawing a milk cart through the streets. Power is developed from the river Limmat and much manufacturing is done. Nearly directly south of the city is the great St. Gotthard tunnel. By means of this tunnel raw silk from Italy reaches Zurich, where silk goods are manufactured quite extensively.

Berne, the capital of Switzerland, is situated upon the Aar River. Many snow-covered peaks are in

plain sight from the city. The buildings are generally of stone. You are surprised to find that the second stories of the houses project over the sidewalks, thus protecting people from rain and sunshine. One of the interesting sights in Berne is an old clock tower.

The man who founded Berne many centuries ago is said to have killed a bear on the spot. As *bern* was the name for bear, he decided to give the town the same name.

As Switzerland is so mountainous, much of the land is unfit for agriculture. The farms are generally small, and much of the work is done by hand. On

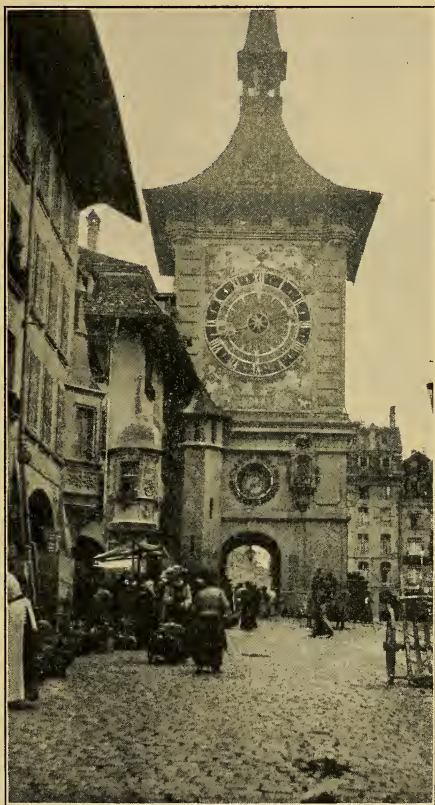


Photo. by Howell.

FIG. 119. — The wonderful clock in Berne.

steep hillsides we see men cutting grass by means of sickles and scythes. When it is dry, it is raked up by hand and tied into great round bales. These the farmer carries to his barn. We see many women working in the fields with their husbands. The



FIG. 120. — Home of a Swiss peasant.

mountain sides are used for pasturage, and much butter and cheese are made by the Swiss people.

The houses are generally built of wood. The house and the barn are sometimes under one roof. In many cases the roof projects several feet beyond the walls, and thus furnishes a partial shelter for

stove wood. We frequently see flat stones on the roofs of the houses. These are used in very windy districts to hold the shingles in place.

Much manufacturing is done in Swiss homes, as well as in factories. The people are very skillful in wood carving and in the making of watches, clocks, jewelry, musical and scientific instruments, and cotton and silk goods. Switzerland depends almost entirely upon the outside world for the raw products which she uses in manufacturing, as well as for much of her food. Coal, iron, copper, cotton, silk, wheat, meat, and sugar are imported in large quantities. The exports of Switzerland are manufactured goods.

In the northern part of the country about three fourths of the people speak German, while in the west many speak French. Italian is spoken by some in the southern part of Switzerland.

The Swiss are a brave and intelligent people. They love their mountain land, which they have defended for generations. To-day they do not have to fight to maintain their freedom, for the stronger nations of Europe have agreed to protect them. Switzerland lacks minerals and great grain and cotton fields, but Nature bestowed upon her the gift of beauty. For the rest and the joy which her beautiful scenery gives, the people of other lands will always be willing to pay liberally.

CHAPTER XX

AUSTRIA-HUNGARY

IN a spring in the Black Forest of Germany rises one of the longest rivers in Europe — the Danube. It flows eastward across the German Empire and Austria. The mountains and plains of Hungary and Roumania send their waters to the Danube, and the great stream finally empties into the Black Sea.

The Danube has a large volume of water, for it drains a large area, and the melting snows of many mountains feed it. In its winding course across the plains of Hungary, the river flows six hundred miles. These plains are so flat that the Danube is not always able to carry off its waters, and therefore floods sometimes occur. Near its mouth it has many channels, and it is building up a great delta.

While Austria and Hungary are two distinct countries, and have separate parliaments, they are under the rule of one emperor. The combined area is about the same as that of the state of Texas, yet the population is many times as great. Russia is the only country in Europe that is larger than Austria-Hungary.

Mountains surround the country, and cover a considerable part of the surface, especially in Austria.



FIG. 121. — An ox-team in Salzburg.

Farming is the leading industry. Many women work in the fields, and others are employed as regular laborers along other lines. For their services on the farms they receive but a few cents per day in addition to board. There are extensive fields of wheat and corn, while rye, oats, hemp, flax, potatoes, and sugar beets are common crops. In some of the sheltered districts near the Adriatic, olives, oranges, lemons, rice, and even cotton are grown. Not so much

machinery is used upon the farms as is used in our country, but in some sections American farming machinery, such as steam-threshers, are employed.



FIG. 122. — Woman shining shoes in Salsburg.

Very much of the work is done by hand. Much grass and grain are cut by means of the old-fashioned scythes. Both men and women use these. In order that the grain and hay may dry more quickly, it is placed upon stakes driven into the ground. To these stakes cross-arms are nailed. Many oxen are in use, both on the farms and in the cities. Instead of wearing yokes, they pull by means of heavy leather bands across their foreheads.

On the farms many industries are carried on. Butter and cheese are made, and meat prepared for use. Leather is tanned, and boots, shoes, and harnesses made from it. Flax and wool are produced upon the farms, and traveling weavers make cloth and clothing for family use. The farmers in our country did these things fifty or more years ago.

The farmhouses are usually built of wood, and many of them have thatched roofs. On one side there are wide, projecting eaves. Here firewood and tools are stored. In pleasant weather this space often serves as a sort of meeting place for the family. Gatherings are frequently held in the large farmhouses, and feasting, music, and dancing are enjoyed. In the colder parts of the country the rooms are warmed by means of tall white porcelain stoves. Some of these stoves are as many as seven feet high.

As there are so many different races in Austria,

the dress of the people, as well as their language and customs, varies. The women usually wear short skirts and sometimes large aprons of carpet material. They have short jackets, ornamented by means of



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FIG. 123. — Austrian peasants in gala attire.

vertical stripes or bands. Upon their heads are large colored handkerchiefs, and many of them wear boots just as the men do.

The men wear wide, white trousers, short jackets without sleeves, flat black hats, and high-heeled boots. You are accustomed to seeing women wear feathers

in their hats, but in Austria men often decorate their hats with feathers. In Dalmatia, which is along the Adriatic coast, the men wear on their heads tiny scarlet caps. Both men and women carry over one shoulder a bag made of carpet material or of leather. Sometimes this is used as we use satchels and suitcases. Sometimes provisions are carried in it. Occasionally it furnishes a safe, warm nest for a baby. Strangest of all, a pig may be carried to market in it.

There are very extensive forests in Austria-Hungary, and millions of dollars' worth of wood are exported yearly. The country has a forestry service, and the forests which it controls yield a much larger profit than ours. Austrian forests are chiefly in the hands of the government.

There is much mineral wealth also. Coal, iron, lead, copper, mercury, petroleum, sulphur, salt, marble, gold, silver, and precious stones are found. The mineral springs attract people from all parts of the world. Near Cracow are the great salt mines of Wieliczka. Here there is a deposit of rock salt 300 miles long and more than 1000 feet in thickness. Until very recently the salt has been mined, and there are real villages far below the surface where the salt miners and their families live. Now, in some districts, water is carried in pipes to the salt beds, and when

the salt has dissolved, the brine is pumped to the surface and the water evaporated.

As you have learned, many different races live in the basin of the Danube. This is partly because for centuries the river has been followed by people in traveling between Europe and Asia. During the time of the Crusades many armies marched across the country. Some of the most interesting of the many people are the gypsies. Thousands of these people wander about living a free and easy life. They are fond of music and dancing, and many of them are fortune tellers. Many of their homes are but huts which shelter animals as well as members of the family.

The capital of Austria is Vienna, a large and ancient city. It has been in the possession of the Romans, Huns, French, and others. The Austrians call their capital *Wien*, for it was built within a mile of where the Wien enters the Danube. This was because a marsh extended westward from the mouth of the Wien and hindered the eastward growth of Vienna for centuries. Finally the river was controlled, and a great park called the *Prater* now occupies the former marshes.

Before the year 1300 a wall encircled Vienna to protect it from its enemies. As the city grew, another wall had to be constructed. As the walls long

ago ceased to be needed, they were torn down, and circular streets take their places. The one that encircles the old or "inner city" is called the "Ring-



Photo. by Howell.

FIG. 124. — On the Ringstrasse, Vienna.

strasse." This was laid out in 1860, and averages 150 feet in width.

Vienna has a splendid water supply which comes from the foot of Schneeberg, a lofty peak about sixty miles to the southward. The water is carried

the entire distance in a great pipe, and so reaches the houses very pure. Several fine bridges span the

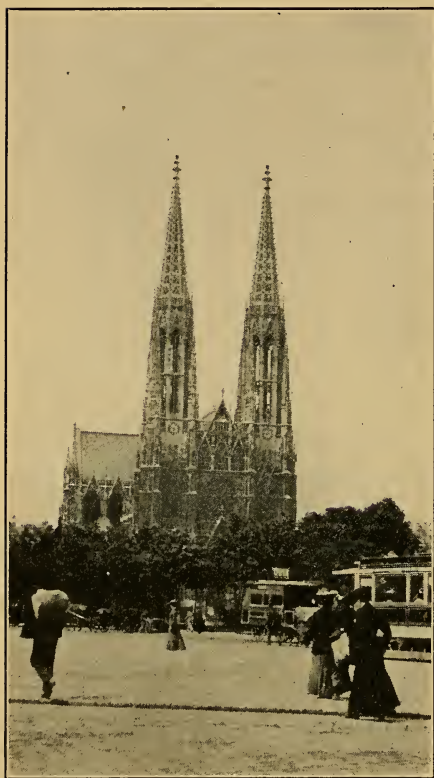


Photo. by Howell.

FIG. 125. — Votive Church, Vienna.

Danube. The city is quite a manufacturing center. Engines, vehicles, tools, leather goods, silks, musical and scientific instruments, are made. Vienna is one of the great musical and art centers of the world.

The position of Vienna is very important, for here the Danube flows in a low gap between the mountains which cross the basin. Thus for centuries people in following the valley have passed through the city. To-day railroads center in Vienna for the same reason.

In the new part of the city the streets are broad and clean. To each water-cart a hose about six feet in length is attached. At the end of the hose is a sprinkler. One end of a short rope is tied to the sprinkler, and a man, walking behind the cart, holds the other end. By means of the rope he swings the

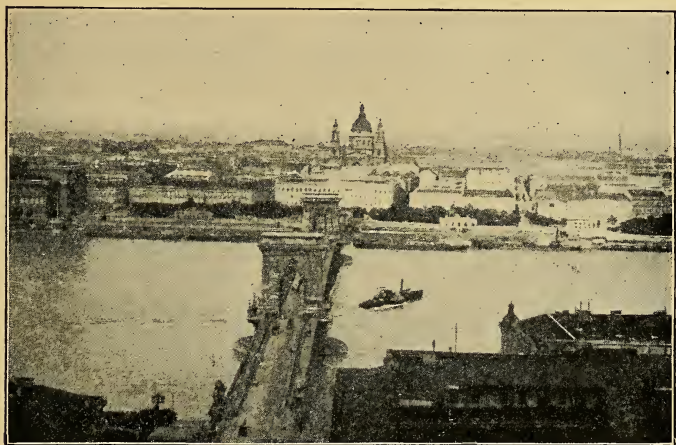


FIG. 126. — Budapest.

sprinkler back and forth, thus sprinkling the street. Street cars generally run on the *sides* of the street, while carriages and wagons use the center. Signs tell how many seats there are in each car, and how many passengers may stand upon the platform. It is customary to give the conductor a "tip" when you pay your fare. This usually amounts to two hellers, or about half a cent in American money.

Farther down the Danube is Budapest, which is made up of two cities separated by the river. Buda, the older of the two, is located upon terraces that rise from the west bank of the river. On a rocky hill in the center of the city is an ancient fortress and the royal palace. The streets of the city are narrow and crooked.

Pesth is built upon a low, sandy plain made by the flood waters of the Danube. It is a bustling, progressive city, with wide streets paved with blocks of wood or asphalt. Pesth has great stone business houses, warehouses, a custom house, and the Hungarian Parliament buildings. Flour, from the wheat grown upon the plain, is made here.

In 1872 the cities were united by means of a suspension bridge more than 1200 feet long. There are now two other bridges and several ferries. The twin cities have a population of more than 500,000, only one fifth of which is found in Buda. One of the attractions is a fine boulevard, which extends along either bank of the river, and is bordered by acacia trees. One of the very interesting things in Budapest is a telephone system, by means of which, for \$7.31 per year, subscribers get the news, hear lectures, sermons, plays, and concerts.

At the markets held in some of the smaller cities there are many curious sights. The markets at

Agram are held on Sundays. In the market place are long benches where watermelons, fruits, and vegetables are displayed. In addition, there are glasses of jelly, butter, cheese, chickens, and meat. Over each booth there is a large white umbrella, and all of the things look clean and tempting.



FIG. 127. — Spalatro.

Photo. by Howell.

Usually we see a woman in charge of each booth. Her husband helps bring the produce from the home, but he leaves her to do the rest. Perhaps she understands how to sell the things better than he does.

Women do many kinds of work in Austria-Hungary. We see them employed in brickyards, on buildings, on railroads, and in some cases as boot-blacks. In the villages the girls and women often

take the washing to the nearest stream. In the country little girls are frequently seen tending flocks



Photo. by Howell.

FIG. 128. — Woman spinning in Ragusa.

of geese. Perhaps there are children in your school whose parents left this interesting land to make their homes in America.

Austria-Hungary has about 1000 miles of coast line along the Adriatic. As you see, there is a system of mountains but a short distance from the coast, and as the mountains rise quite abruptly, the cost of building



Photo. by Howell.

FIG. 129. — Ancient tower on bridge in Prague.

roads and of transporting goods across them is considerable. Near the head of the Adriatic are Trieste (trē-ěst') and Fiume (fē'ōō-mā), which are the most important ports. Fishing is quite important, and Austria-Hungary has furnished a large number of well-trained seamen. On the Dalmatian coast are Spalatro and Ragusa. Spalatro, as you see, is built upon a hillside sloping to the Adriatic. Ragusa is a walled city.

The third city in importance in Austria-Hungary is Prague. It is an important manufacturing and

railroad center. This is because it is situated close to deposits of coal, and is on an ancient route of trade and travel. Prague is a beautiful city, and because of the large number of towers it has been called the "town of the hundred towers."

CHAPTER XXI

THE BALKAN COUNTRIES

THE Adriatic, the Mediterranean, the Ægean, and the Black seas wash the shores of the Balkan Peninsula. The Balkan Mountains extend east and west across a part of the peninsula, and there are several other ranges. The mountains divide the peninsula into many valleys and plateaus. This arrangement of surface features favors the existence of separate nations. These are known as the *Balkan Countries*.

ROUMANIA

Just east of Austria-Hungary lies the kingdom of Roumania. The country is largely a plain sloping eastward from the Carpathian Mountains, and is drained by the Danube. In the mountains much timber as well as salt and petroleum are produced. The oil is conveyed to the Black Sea in pipe lines, and is exported from a city called Kustanje.

On the plains agriculture is the leading industry, and corn, wheat, flax, grapes, and plums are important crops. Roumania ranks next to the United States in the exportation of corn. East of the Danube, on the

steppes, herding is the chief occupation. Here many sheep and cattle are raised.

The Danube forms most of the boundary between Roumania and Bulgaria, and it is an important route of trade and travel. For about two months each year it is ice-bound, and this lessens its usefulness. When within about 75 miles of the Black Sea, the Danube turns northward, and flows to the northern boundary of Roumania, and then east to the Black Sea.

Bucharest, the "city of enjoyment," is the capital and the railroad center of the country. It has considerable trade in grain, lumber, salt, and wool.

BULGARIA

This country received its name from the *Bulgars*, who about 1000 years ago moved into the country from Russia. The Balkan Mountains extend almost east and west across Bulgaria, and this causes a difference in climate and products on their north and south slopes. Wheat is the chief crop in the Danube basin, while on the warmer south slope of the Balkans tobacco, silk, grapes, and rice are grown. Many roses are grown also, from which *attar of roses* is manufactured.

Agriculture is the leading industry, and nearly three fourths of the people live on farms. Most of

the land is owned by the peasants who till it. There are extensive forests in Bulgaria. Manufacturing is not much developed, but along the foothills some weaving is done by water power.



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FIG. 130. — Market day in Sofia. A group of Bulgarian peasants with their purchases on their shoulders.

Bulgaria is a little larger than Indiana, and has a population of about 4,000,000. The people are industrious and peaceable, but do not become acquainted with strangers very readily. The women generally wear their hair in braids, and their skirts are often much decorated. One frequently sees a woman spinning as she walks along the road.

Sofia, the capital, is in the western part of the

country. Woolen, silk, and leather goods are manufactured. There are many mosques and churches in the city.

Tirnova is an interesting city built on the side of a mountain. Some of the streets are so steep that they zigzag through the town, with houses on the upper side only. The houses, which are commonly from three to five stories in height, are usually pink, brown, yellow, or blue, and have red terra cotta roofs. Many of the houses have balconies upon which oleanders or grapevines grow, and here, in pleasant weather, the women sometimes sit.

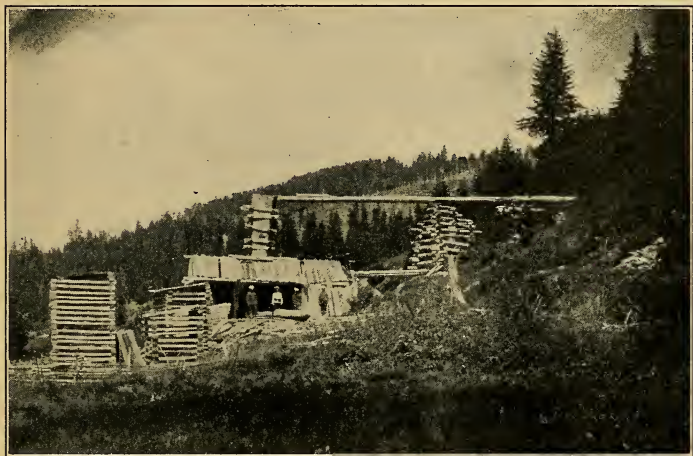
Donkeys carry most of the merchandise along the narrow streets, although we occasionally see a man carrying a water barrel or some other burden on his shoulder. These men, and others whom we see, usually wear wide trousers, loose jackets, and caps.

SERVIA

The surface of Servia is rugged, and is heavily timbered. From the forests comes lumber used in the manufacture of staves, and upon the acorns and nuts many hogs feed. Sheep and cattle are pastured upon the hills, while agriculture is carried on in the valleys. In some sections wooden plows are used, and the grain is cut with the scythe. Wheat is

threshed by having cattle trample it under their feet.

Manufacturing is chiefly in the form of household industries. Belgrade, the capital and chief commer-



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FIG. 131. — A frontier post near Rilo, Servia, and an old saw mill.

cial city, occupies an important position. It is at the junction of the Save and the Danube, and close to where the Thiess joins the latter. A railroad connecting with Paris crosses the river at this point.

MONTENEGRO

Montenegro, which means the "Black Mountain," is the smallest kingdom in the world, being smaller than the state of Connecticut. The population of

the country is only about 300,000, but the people, like the Swiss, have an intense love of liberty, and

the rugged character of their land has enabled them to maintain their independence.

Every man goes armed, ready to fight at a moment's notice. Because of the danger which has constantly threatened the people, the women do most of the work, while the men serve as guards. In August, 1910, Montenegro became a kingdom. In the future there will be less fighting, and the people will turn their atten-



Photo. by Howell.

FIG. 132. — A Montenegrin.

tion to the development of their country.

Because the country is so mountainous, there are few roads, and the people live much as they did hundreds of years ago. In places the mountains rise to an elevation of 6000 to 8000 feet. Upon their slopes sheep, cattle, and goats are pastured.

There are no large cities and there is little manufacturing in Montenegro.

TURKEY IN EUROPE

European Turkey extends entirely across the Balkan Peninsula, and therefore has a frontage on three seas. Much of the country is mountainous,



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FIG. 133. — A country scene in Turkey.

and traveling is difficult, for the roads are few and bad. Between the smaller cities that are connected by rail there is usually but one train each way daily.

In the valleys wheat, corn, flax, hemp, tobacco,

grapes, and figs are grown. From the grapes some raisins are made. If you were in Turkey, you would often see buffalo and oxen drawing wooden plows. As in Servia, animals are driven back and forth over the harvested grain, in order to thresh it.

Constantinople is the largest of the cities of Turkey. It occupies a very important position, for it guards the entrance to the Black Sea. It is built upon the gentle slopes of hills at the east end of a promontory which projects into the Black Sea. The narrow strait which connects this sea and the Sea of Marmora separates Europe from Asia. On this spot a city was built more than 600 years before the birth of Christ. It was destroyed, but rebuilt nearly 1000 years later by a Roman emperor whose name was Constantine. He made the city his capital, and gave it his name. As *polis* means city, Constantinople means the city of Constantine.

Many of the streets are crooked, narrow, and very dirty. For hundreds of years large numbers of dogs have lived in the streets. These dogs have no owners, as dogs in our country have, but the people place food and water in the streets for them. They are so numerous that people often have to walk around them as they lie in the streets. The government is now considering the question of abolishing them.

The houses are generally two stories in height, the upper story projecting a little. The windows are

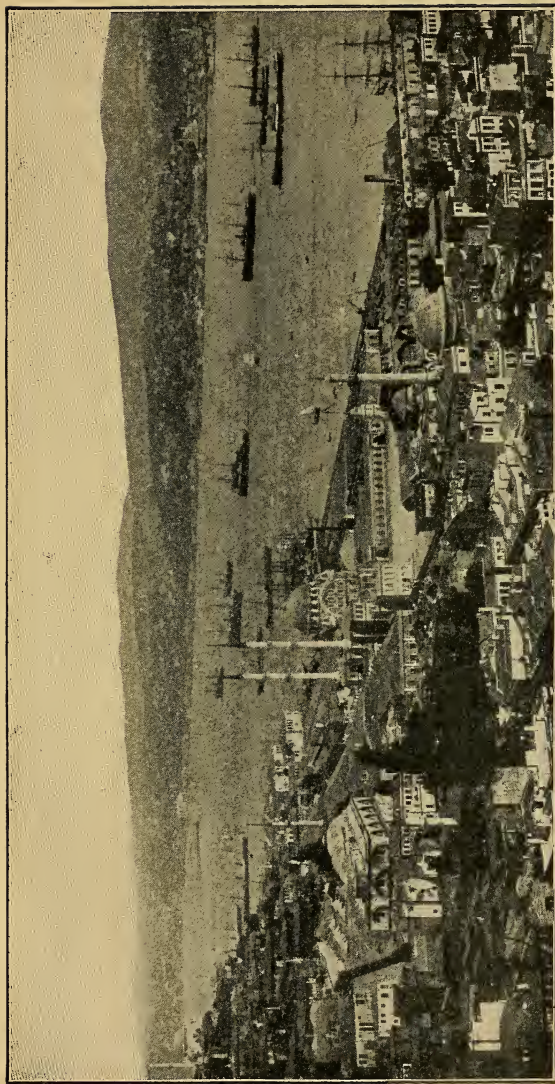


FIG. 134. — A view of Constantinople.

commonly protected by means of shutters. In many of the houses there are no beds such as ours. Cupboards are built against the walls of the bedrooms, and in these the bedding is kept during the day. At night it is spread upon the floor.

When you go into a shop to trade, you are usually invited to drink coffee. It is not the custom to wrap up the articles purchased in the shop. In the streets there are many peddlers who display their wares under umbrella-like awnings. People frequently purchase cucumbers at the vegetable stands and eat them as we would eat a stick of candy.

In Constantinople, and in other parts of Turkey, the people have customs which seem very strange to us. Women are not seen upon the streets as commonly as they are in our country, and when they do appear, their faces are generally veiled. When a man enters a house, he removes his shoes instead of his hat, and he sits upon the floor instead of in a chair. When a man has gentlemen friends come to dine with him, the women of the household do not eat with them. Before the meal is served, a servant shows the guests to a room where they remove their outer garments, and put on a loose robe reaching to the feet. After they have finished eating, a basin containing water and a towel are passed so that all may wash their hands.

When a Turkish boy goes to school for the first time, there is often quite a celebration. He is dressed in his finest, and rides upon a horse. His teacher walks backward before him, and the children who are to be his schoolmates come behind.

GREECE

The southern end of the Balkan Peninsula is occupied by Greece. It is a country of many mountain ranges and small valleys, and therefore in early times Greece consisted of many political divisions. The coast line is very irregular, affording many excellent harbors. Islands dot the sea between Greece and Asia Minor, and from the

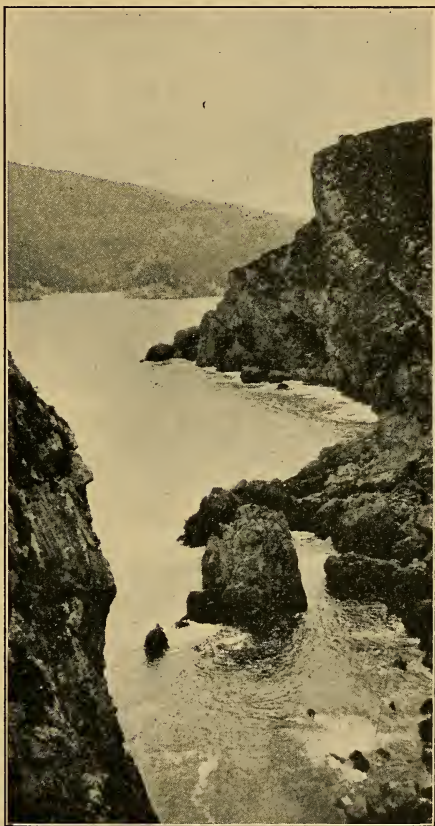


Photo. by Howell.

FIG. 135. — A stream on the island of Corfu.

western part of Greece islands point the way to Italy. For these reasons, and because the surface is so rugged that it discouraged settlement in the interior, the ancient Greeks built most of their cities near the sea. In fact the people lived upon the water almost as much



Photo. by Howell.

FIG. 136.— Greek peasants.

as upon the land, and they developed an extensive commerce.

As you see, the Gulf of Corinth extends almost across the peninsula of Greece. The Isthmus of Corinth, three or four miles in width, joins the northern and the southern parts of the country. The isthmus is pierced by a canal which was finished in

1893. This admits the largest ships and saves about twenty hours on the trip around the south half of the peninsula.

Greece is a very interesting country, for it was once a center of art, literature, and philosophy. That was 2000 years ago, but we still study some of the things that were written by the ancient Greeks. As a nation, the Greeks of to-day are not much given to learning. Many of those who come to America are of the lower classes.

Although Greece has had such a wonderful history it is a small country, being not quite so large as the state of Maine. The climate on the lowlands is mild, in part due to the



Photo. by Howell.

FIG. 137. — Guard at Athens.

latitude of the country, and in part due to the influence of the water by which it is nearly surrounded. The summer rainfall is quite light, especially in the east, where irrigation is necessary.

In Thessaly considerable wheat is raised. Olives and olive oil, wine, tobacco, figs, raw silks, cotton, and currants are other products. The currants, which take this name from Corinth, are really raisins made from small grapes dried. The climate favors the drying of the grapes, just as it does in central California.

The currant industry is a very important one in Greece, and the city of Corinth is one of the greatest currant markets in the world. If you were in the part of Greece near Corinth, you would frequently see a number of donkeys loaded with baskets of currants which they are carrying to market. The little donkeys are almost hidden by the large baskets which are hung across their backs. The animals are driven by men and sometimes by women also.

The dress of these Greek peasants is quite interesting. The men commonly wear a skirt-like garment reaching nearly to the knees, and fastened at the waist by a belt. Over this a bright-colored jacket is worn. A red fez instead of a hat covers the head, and fastened at the top of the fez is a blue tassel.

The raising of sheep and goats is an important in-

dustry. Owing to the dry summers, pasturage is short, and therefore butter is often scarce. On this account olive oil is commonly used in place of butter.

There is considerable mineral wealth, but mining is not very important. Silver, lead, zinc, iron, and marble are produced in small quantities, but there is no coal. Because of this, there is little manufacturing, although some water power is used in the manufacture of cotton cloth and paper at Piræus, six miles from Athens. The Greeks are seamen and merchants, rather than manufacturers or farmers.

Athens is the capital and the largest city, having a population of about 100,000. Its port is Piræus. This city was once the home of celebrated artists, poets, and scholars. On a hill called the *Acropolis* are the ruins of once beautiful temples. The Athens of to-day has modern streets and buildings, and the people dress as do those of western Europe. It is a very dusty city, and probably this is one reason why there are so many bootblacks. Much of the trade in Greece is carried on by means of fairs. The chief fair is held at Pharsalos, in Thessaly.

Not far from the city of Athens, in a place called Olympia, the Greeks of long ago met once in four years to hold a celebration in honor of their gods. A part of the celebration consisted of games of various kinds, for the Greeks were noted athletes. The

Olympian Games, as they are called, were organized several hundred years before the birth of Christ.

When the time for the games approached, heralds were sent in all directions to invite the people of the various states to take part in them. Each state sent its best athletes to defend its honor. Racing, wrestling, boxing, throwing spears, and throwing the discus were some of the sports. The victors were crowned with wreaths of olive leaves, and were shown great honor by their countrymen.

In time the temples and the many beautiful works of art in Olympia were destroyed by people of other nations, and the ruins remained buried for hundreds of years. In recent years the location of this sacred spot of the ancient Greeks was discovered, and many art treasures have been unearthed.

In the very place where the Greeks met for so many centuries, the Olympian Games were revived in 1906. Athletes from many nations, including our own, gathered there. Through the generosity of a wealthy Greek a stadium capable of seating 60,000 persons was built. Here, within sight of the Acropolis of Athens, the contests took place much as they did 2000 years ago.

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